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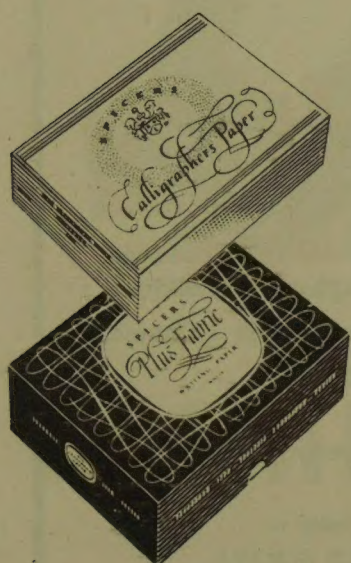
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Wood engraving by John Farleigh

## Timeless gods of Raraku

EASTWARDS IN THE SOUTH PACIFIC rise two thousand feet of monolithic rock, fragment of some vast deep-sunken empire. This is the lonely land that Admiral Roggeveen, the Dutchman, found on Easter Day, in 1722, and christened Easter Island. On its cave-lined shores he met with strange and frightening figures, three to thirty-six feet in height. Thin-lipped, with mocking smile, these are the island's sphinx-like guardians, rough-hewn from Rano-Raraku's volcano craters. For centuries they have kept their silent watch. No-one has yet discovered what they stand for, nor who it was that made them, long, long ago.

In this fast-moving age of world-wide trade and traffic, the products of our factories must go unscathed through space as well as time. That is why modern manufacturers safeguard their goods with cartons made from 'Thames Board' and with 'Fiberite' cases in solid or in corrugated fibreboard.

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Sole Importers: Lambert & Butler of Drury Lane  
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### Safely powered for pace

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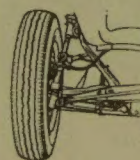
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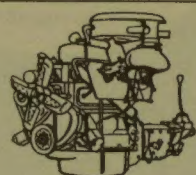
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by torsion bars gives wonderful  
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## Go to a BP Garage!

### ... and Change Up to BP Super says Stirling Moss

Brilliant racing driver Stirling Moss says "I strongly advise every motorist to go to a BP Garage. You won't find better petrols anywhere. And I particularly want to recommend BP Super – the petrol I've

won several major races on. I can definitely promise you that it will give any car a big reserve of extra power, a real zip in acceleration and a better top speed. What's more, it's particularly economical."

### ... and change your oil to BP Energol 'Visco-static' says Ken Gregory

Often Clerk of the Course at race meetings, and Stirling Moss's manager, Ken Gregory gives this valuable advice. "At a BP Garage you get BP Energol 'Visco-static' motor oil. And this is something I can't recommend too strongly. From personal experience I know this oil gives a tremendous saving in engine

wear and petrol consumption, compared with conventional oils. It also helps greatly when starting up from cold. If your car's engine is in good condition, go to your BP Garage and have the oil changed to BP Energol 'Visco-static'. I think it is the most remarkable engine oil on the market to-day."

### ... and enjoy really first class service says Mr. A. J. Meyer

Owner of a 1957 Ford Zodiac, Mr. A. J. Meyer, of 82, Kensington Gardens Square, London, W.2, writes this letter "... I am writing to you because I have recently started going to a different garage. This new man sells your BP products:—A BP Solus Station I believe it's called. The treatment I now get

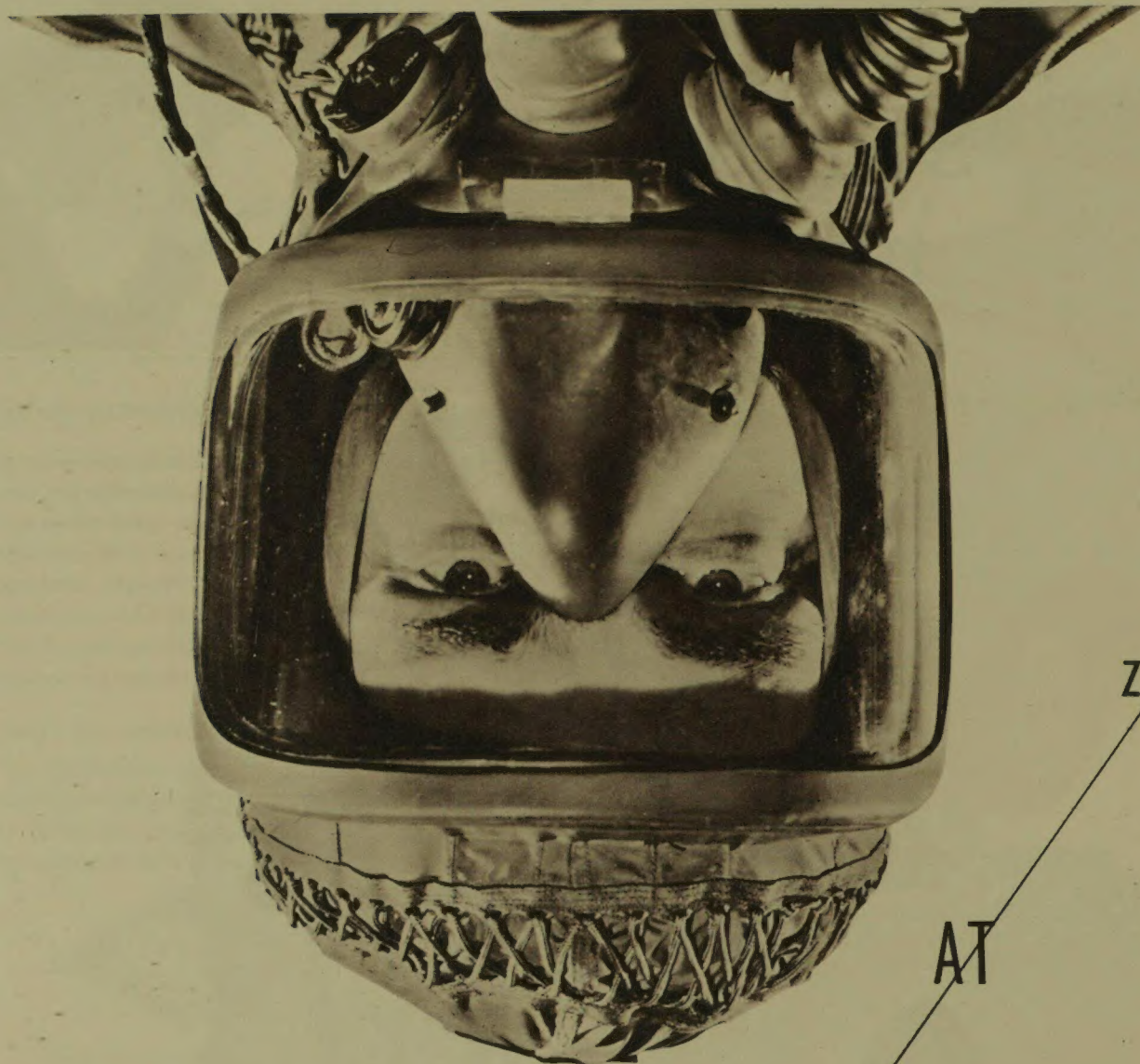
is so very much better than I've ever had before that I'm recommending him to all my friends! Service is first class. Fuels and oils are excellent. If publishing this letter will persuade more motorists to 'Go BP' then you have my full permission, and encouragement, to do so!"

**DRIVE IN WHERE YOU SEE THE BP SIGN**

THE BRITISH PETROLEUM COMPANY LIMITED







GRAVITY ?

ZERO

AT

UP

WHAT'S

As progress in Aviation quickens, it is clear that the ultimate barrier may not be a technological one. It is more likely to be the limitations of the human body. What will happen when airmen reach that point in space where the Earth's gravitational pull has no effect? In this region where there is no 'up' or 'down', will arms and legs respond normally? Will airmen experience a feeling of sudden falling? Or again, with the development of high speed engines, how will the body react to sudden acceleration?

Hand in hand with advanced research into engines, aircraft design and materials are programmes to discover how the human frame reacts to 'abnormal' conditions. Such work by the Royal Air Force Institute of Aviation Medicine and the Royal Aircraft Establishment at Farnborough, is vitally important to the Hawker Siddeley Group. It provides information which, translated by the Group into engineering terms, can be integrated into advanced aircraft and missile design.

## RESEARCH at Hawker Siddeley Group

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SATURDAY, NOVEMBER 9, 1957.



HOW A RUSSIAN DOG IS PREPARED AS THE FIRST CIRCUMNAVIGATOR OF OUTER SPACE.

Early on the morning of November 3 a second Russian satellite was launched into outer space and began to circle the earth on an orbit with a maximum height of about 930 miles, travelling at about 18,000 miles an hour and completing the circuit in 103·7 minutes. The new satellite weighs half a ton, more than six times as much as the first; and contains a wide variety of scientific measuring and recording instruments, and two wireless transmitters—and, most remarkable of all, a passenger, a dog with the name

of *Laika*, supplied with food and special instruments to record its reactions to: this unimaginable flight. Moscow sources have stated that arrangements have been made for the special chamber containing the dog to be jettisoned at the lowest stage of the orbit and returned to earth by parachute; and it was hoped that *Laika*, a bitch, would survive the voyage. According to Professor Blagonravov the satellite is likely to stay up "for a long time." The first satellite was launched on October 3.

*Photograph from a Russian film released in this country by de Lane Lea and Sovexport.*

Postage—Inland, 4d.; Canada, 1½d.; Elsewhere Abroad, 5½d. (These rates apply as The Illustrated London News is registered at the G.P.O. as a newspaper.)





By ARTHUR BRYANT.

A FEW weeks ago I wrote about the curious and, for those who suffer from a logical mind, confusing paradox created by the fact that both our main British political Parties, or for that matter, all three, base their policies on a central thesis common to them all. This is that, so far as is practicable, to each shall be given according to his need. In this respect the only difference between the Parties lies in the extent to which they consider the proposition can be put into immediate practice. It is not, of course, surprising that the leaders and supporters of the Socialist, or so-called Labour, Party think this way, for their movement was originally and historically founded on this belief at a time when a very different philosophy prevailed in British politics and life. What is astonishing is that both the two older political Parties should, whatever their leaders' occasional declarations to the contrary, subscribe to the same view. It is the business of government, all our political leaders proclaim by their acts when in power, to fill the empty, who under the present dispensation usually happen also to be the lazy and improvident, with good things, at the expense—for the good things can be created in no other way—of the industrious and frugal. And I suspect that it is largely the protest of the industrious and frugal at the increasingly obvious consequences of this political philosophy that is causing the present transfer of votes from the Conservative Party now in power to the Liberal Party which, though like the Conservative Party ostensibly opposed to Socialism, is probably in fact just as much based on this unrealist philosophy as its two rivals.

Unlike the political Parties, the thinking part of the nation is divided on this issue. If one lives far removed from economic reality, it is still possible to believe that it is both possible and desirable to govern a society on the basis that to each shall be given according to his need and that under all circumstances human want can and should be relieved and overcome by compulsory aggregate benevolence instead of by individual self-help. But if one's lot is cast in, and one's livelihood is derived from, a competitive instead of a compulsory market, it is exceedingly difficult, indeed impossible, for a thinking man who is honest with himself not to have doubts about the validity of this easy-going and kindly supposition. It does not seem compatible with the ascertainable facts either of human nature or of the harsh, and highly competitive natural universe in which man has to survive and earn his daily bread. And the more successive Governments, by applying this unrealist doctrine, put a premium on idleness and improvidence and handicap and hamper self-help and thrift, the more glaring does the inefficiency and working injustice caused by it appear to those who suffer from it. The man who works long hours, and takes pride in his craft, who denies himself luxuries and pleasures for the sake of the future, who regards it as a duty to put more into the world in the way of effort and trouble than he takes out of it finds himself repeatedly mulcted and milked by the State in order to maintain and increase the "welfare," that is, the unearned and undeserved prosperity, of idler and less provident neighbours who "couldn't care less," and whose only consistent object is to take as much from society as possible without any adequate return. No prominent politician, no publicist who wishes to stand well in contemporary favour would dare to put the issue in this bleak way, but this is how it presents itself to large numbers—a minority

but an important minority—of industrious and frugal British men and women of every class. They are presented by the powers-that-be with what passes for equality—equality of reward, that is, for unequal services and effort—but what they really want is justice. And they ask the rival political Parties for it in vain.

I believe that our political and parliamentary life would be both more honest and more representative if one of the rival Parties took into account this way of thinking and offered an alternative legislative programme based on it. The division of thought and interest is no longer, as I see it, between rich and poor, for the old battle between the classes which is still repeated in mock-show on the hustings and in the Press

#### THE FRENCH POLITICAL CRISIS.



PHOTOGRAPHED AFTER HE HAD BEEN ASKED BY PRESIDENT COTY TO FORM ANOTHER FRENCH GOVERNMENT: M. FELIX GAILLARD (RADICAL), WHO WAS FINANCE MINISTER IN THE LAST GOVERNMENT.

After four attempts to form a new French Government had failed, M. Felix Gaillard, a Radical and the Finance Minister of the last Government, was asked to form one by President Coty. On November 3, the thirty-fourth day of the political crisis in France, M. Gaillard's chances of becoming the new Prime Minister appeared to be very good following the decision of the Socialists, by a narrow majority, to support his coalition. The Independents and the Catholic M.R.P., and a number of smaller parties, including the Radicals, were also in favour of the coalition. M. Gaillard was to appear before the Assembly on November 5, his thirty-eighth birthday.

has largely been rendered unreal by the cumulative application during the past half-century of the prevailing political philosophy. There are still the rich, but, except for a few ancient aristocratic families whose remaining hereditary wealth is being fast destroyed by death duties and penal taxation, those in possession of private capital (large income is so taxed that by itself it confers comparatively little on its possessor) are for the most part agile exploiters—speculators in untaxed capital values, contractors, share manipulators, and the like—of the financial mechanism of the Welfare State. There are still, too, the real poor, but these tend now to be retired governesses, old-age pensioners, disabled ex-soldiers and other minority groups who, for one reason or another,

have been left outside the all-embracing umbrella of Welfare State benevolence. The underlying issue to-day is between those who believe that enforced and aggregate benevolence—charity without personal responsibility and love—is capable of solving society's problems, and those who hold that only through individual effort, virtue and responsibility can the nation—or, for that matter, the world—prosper and survive. And if the latter thesis is true, as I believe it to be, there ought to be a political Party around which those who hold it can rally and whose fundamental attitude towards every political or economic measure is, "Will it help to encourage and strengthen the individual citizen's character, industry, capacity and goodness?" For unless it does this, a realist will argue, the political or economic good intended by it can never be achieved. Those who think as I do have no wish either to keep the rich rich or to keep the poor poor, but only to ensure that all men regardless of class or calling find satisfaction and reward in working hard and in freely serving and enriching the community. That men should feel, as so many do to-day, that working hard or enjoying one's work is a kind of anti-social activity, a betrayal of one's mates, is a terrible indictment of our whole social and political system and of the philosophy that lies behind. It is more blessed, Christ said, to give than to receive, and the first principle of a Christian society should be to encourage men to give freely of their best. The man who works hard ought within reason to share both in the prosperity and the *kudos* which his work helps to create; the great flaw in early nineteenth-century *laissez-faire* was that it failed, through an over-insistence on the cash nexus, to make proper provision for his doing so. The great flaw in mid-twentieth-century socialism—and I use the word in its non-party, or rather, all-party, sense—is that, by separating reward from desert and harnessing it solely to need, it makes no provision for his doing so at all. Ideally speaking, however difficult to achieve in practice, a man's wages or earnings ought to be linked both to his own skill and industry and the prosperity and success of the business he serves. The proper owners of, say, a railway, or rather, of the profits made by a railway, should, in this view, be neither the nation as a whole nor a body of remote shareholders without any personal part in its operation, but those whose work and skill, whether of hand or head, makes that railway a success or failure. I appreciate that any scheme of industrial profit-sharing presents great difficulties, but I am convinced that the State ought to do everything it can to make profit-sharing a basic and widespread part of our economy, and that both managers and Trades Unions ought in their own interests to seek to further it. If nationalisation were to take the form of buying-out non-working shareholders and vesting equity shares, not in the State but in individual workers, with the Trades Unions operating to ensure justice and sound economy in their enjoyment, I should, on my own showing, be a supporter of nationalisation. To-day our whole system—remote State control, penal taxation of individual earnings, favour to the speculator and financial manipulator at one end of the scale and of the idler and professional agitator at the other—seems to me to be contrary to the interests both of industry and the nation and, what is worse, contrary to those eternal laws of justice on which in the last resort life is founded.



## TURKEY'S NATIONAL DAY MILITARY PARADE.



AT THE PARADE ON TURKEY'S NATIONAL DAY AND THE THIRTY-FOURTH ANNIVERSARY OF THE REPUBLIC: AN M-47 TANK OF AMERICAN ORIGIN IN THE MARCH-PAST.



TURKISH INFANTRY PASSING THE SALUTING BASE AT THE PARADE, WHERE THE SALUTE WAS TAKEN BY PRESIDENT BAYAR, ACCOMPANIED BY MR. MENDERES.



TANKS, SELF-PROPELLED GUNS AND ARTILLERY WERE A MARKED FEATURE OF THE PARADE AND WERE CHIEFLY OF U.S. ORIGIN: AN AMERICAN 155-MM. HOWITZER.

OCTOBER 29 was the thirty-fourth anniversary of the founding of the Turkish Republic and the occasion was celebrated in Ankara by a two-hour parade of the Turkish Army, Navy and Air Force on the racecourse. The salute was taken by the President, Mr. Bayar, by whose side stood Mr. Menderes, the Prime Minister, whose party, the Democrats, were returned to power in the elections of October 27. The impressive parade ended with a dramatic low-altitude drop of some 100 parachutists and there was a strong show of tanks and self-propelled guns of U.S. origin. Among the diplomatic guests at the parade were a considerable number of Russian Services attachés in uniform. Coming so soon after the elections, the National Day was also the occasion of some political demonstrations; and at the parade Mr. Inonu, the Leader of the Opposition, was requested to leave his seat in view of these demonstrations.

## THE ANNUAL VETERAN CAR RUN.

THE R.A.C.'s annual veteran car run from London to Brighton took place on Sunday, November 3. Despite heavy rain, thunderstorms and fierce gusts of wind, 190, of the record entry of 236 drivers, completed the course within the time limit. Large numbers of motorists and others braved the weather to watch the main procession of cars leaving Hyde Park at 7.30 a.m. The first car to reach Brighton (this annual event is not a race and finishing position counts for nothing) was a 1903 De Dietrich, driven by Mr. L. A. Jackson. The last to finish, just before the zero hour of 4 p.m., was a 1903 White Steamer driven by Mr. A. J. Betteridge, who, ironically enough, had been delayed when he ran out of water in pouring rain near Brighton. Twenty-four cars had to retire, including the oldest in the run, an 1888 Roger-Benz.



CROSSING WESTMINSTER BRIDGE EN ROUTE FOR BRIGHTON: AN 1897 DAIMLER PHAETON ENTERED BY COMMANDER E. D. WOOLLEY.



PASSING THROUGH PURLEY DURING ONE OF THE WETTEST-EVER VETERAN CAR RUNS TO BRIGHTON: AN 1896 LUTZMANN VICTORIA.



IN HYDE PARK BEFORE THE START: SOME OF THE VETERAN CARS WITH (FOREGROUND) MR. J. E. FORD AT THE WHEEL OF HIS 1894 BENZ.



# THE QUEEN AT BRENTWOOD SCHOOL, ESSEX: THE NEW SCIENCE BLOCK OPENING.



IN THE NEW SCIENCE BLOCK SHE HAD JUST OPENED: THE QUEEN LISTENING WITH INTEREST AS AN EXPERIMENT IS EXPLAINED TO HER BY A FIFTEEN-YEAR-OLD BOY.



DURING HER TOUR OF THE NEW SCIENCE BLOCK: HER MAJESTY ACCOMPANIED BY (L. TO R.) THE HEADMASTER, MR. C. R. ALLISON, THE CHAIRMAN OF THE BOARD OF GOVERNORS, MR. R. T. D. STONEHAM, AND THE LORD LIEUTENANT OF ESSEX.



OPENED BY THE QUEEN ON OCT. 30 AND NAMED "THE QUEEN'S BUILDING": THE NEW SCIENCE BLOCK—SEEN IN AN ARCHITECTS' DRAWING—WHICH WAS DESIGNED BY MR. REX C. FOSTER, F.R.I.B.A., OF MESSRS. TOOLEY AND FOSTER.



THE CHEMISTRY LABORATORY IN "THE QUEEN'S BUILDING" AT BRENTWOOD. THE BUILDING WAS ERECTED WITH THE AID OF A GRANT OF £30,000 FROM THE INDUSTRIAL FUND FOR THE ADVANCEMENT OF SCIENTIFIC EDUCATION IN SCHOOLS.



WALKING PAST A CROWDED STAND IN THE GROUNDS OF BRENTWOOD SCHOOL: THE QUEEN, ACCOMPANIED BY TWO OF THE SCHOOL MONITORS, KNOWN AS PRAEPOSTORS.



DURING A FIRST-AID DEMONSTRATION BY MEMBERS OF THE SCHOOL'S COMBINED CADET FORCE: THE DUKE OF EDINBURGH JOKING WITH A "CASUALTY."

This year Brentwood School, in Essex, is celebrating the 400th anniversary of its foundation by Sir Antony Browne. To mark this important event the School was honoured by the first Royal visit of its history, when the Queen and the Duke of Edinburgh spent one-and-a-half hours there on October 30. The principal event of the afternoon was the opening by her Majesty of the new Science block, erected to mark the quatercentenary, with the aid of generous gifts from Old Brentwoods and others, together with the grant from

the Industrial Fund, which is one of the largest yet made to any school. Her Majesty gave permission for the spacious new block to be named "The Queen's Building." The Royal visitors saw a number of demonstrations of various branches of the School's activities, including one by fifty members of the Preparatory School of "A Day in the Life of a Prep-School Boy," and took tea with some of the senior boys. Drawings and photographs of Brentwood School appeared on pages 853-856 of our issue of May 25.





AFTER THE PRESENTATION OF A KAYAK FOR THE DUKE OF CORNWALL: THE DUKE OF EDINBURGH TALKING WITH A HARLOW SCHOOLBOY.

## A ROYAL VISIT IN ESSEX: H.M. THE QUEEN AND THE DUKE OF EDINBURGH AT HARLOW NEW TOWN.



AT THE PREMISES OF THE HARLOW METAL COMPANY: THE QUEEN AND THE DUKE ON A TROLLEY SPECIALLY PREPARED FOR THEIR TOUR OF THE FACTORY.



IN THE CENTRE OF THE NEW TOWN: HER MAJESTY THE QUEEN AND THE DUKE OF EDINBURGH WALKING ACROSS THE MARKET SQUARE.

The Queen and the Duke of Edinburgh paid a three-and-a-half-hour visit to Harlow New Town, Essex, on October 30. They were received on arrival at Hugh's Tower, which they then ascended. They were accompanied by Sir R. Costain, Chairman of the Harlow Development Corporation, and Mr. F. Gibberd, architect planner to the Corporation, and from the top of Hugh's Tower, 100 ft. above ground-level, they were able to survey the whole area. At the premises of the Harlow Metal Company the Royal visitors made

a tour of the factory on a trolley specially prepared for the occasion. The Queen and the Duke made a ten-mile tour of the town itself, and a new road was named Elizabeth Way. In the town centre, the Queen was presented with a kayak for the Duke of Cornwall, and, with the Duke of Edinburgh, ceremonially planted some young trees. After lunching with the Chairman and members of the Development Corporation, the Queen and the Duke visited Brentwood School, as illustrated elsewhere in this issue.



WHEN the theme of these articles has been the internal or external politics of Soviet Russia—which is often enough—a frequent contention has been that most of the outside world's comment has been speculative. The experts are not expert enough. Russia retains the power to impose secrecy upon her activities in matters other than earth satellites. And in politics, even when events are made clear, she succeeds in veiling their significance, which is often more important than the events themselves. This has been up to date the case with the dismissal of Marshal Zhukov from his post as Soviet Minister of Defence. There is little reason to suppose that even when the whole business has been settled we shall be completely sure about what it meant.

Let us run through the principal evidence at our disposal so far. First came a bald announcement that the Marshal had been relieved of his duties. Then, on October 29, Mr. Khrushchev went to a party at the Turkish Embassy, where he spoke in apparently jovial mood of the good prospects of peace and of Russia's peaceful intentions. Mr. Khrushchev also informed the world, in reply to a personal question, that no new appointment had yet been given to Marshal Zhukov, but that he would soon receive one. With a pretty wit, he remarked that in the United States a defence minister (Mr. Wilson) had given up his office without causing any political excitement and that there was no more reason for it in the case of Marshal Zhukov.

Meanwhile, we learn that in Russian military journalism there was some implied criticism of the Marshal. He was not named, but it was stated that the ideas of the Communist Party must in future be made clearer to the armed forces. Here the inference was that someone—who could hardly have been other than Zhukov himself—was being reproached with more than mere remissness in booming the Party; in fact, with interference with Party control. On October 31 the *Manchester Guardian* noted that these pinpricks had ceased: the inference was that a compromise was being sought, but it might not be reached. Then there have been allusions to "Bonapartism" in a couple of foreign Communist journals, though these may well only have been groping like the rest of us.

It is again speculation, but surely of a reasonable type, which links the Syrian drama with that of Marshal Zhukov's dismissal. It seems to me, however, a gross exaggeration to suggest that the whole Syrian affair was laid on to serve as a smoke-screen for the other one or to turn the eyes of the Army to a foreign danger at the critical moment. But the Syrian affair certainly came in handily. Now Syria states that "tension" on the frontier has diminished and that some of the Turkish forces appear to have been withdrawn. Does this mean that, the job having been done, Syria's main rôle is done, too? Let us be honest enough to admit that this can be no more than a guess.

The actual fate of Marshal Zhukov may be clearer by the time these words are read. At the time of writing, not a word officially spoken has thrown light on the reasons for his removal or for his succession by Marshal Malinovsky—a most uninspiring figure by comparison, though he made a good reputation for himself in the Second World War. Zhukov is presumed—and here I have more

## A WINDOW ON THE WORLD. THE AUTOCRAT AND THE GENERAL.

By CYRIL FALLS,

*Sometime Chichele Professor of the History of War, Oxford.*

than guess-work to depend upon—to have taken the lead in intervention in Hungary; it is, in fact, believed in some very well-instructed quarters that he took the initiative in crushing the movement for independence with Russian tanks. If so,



SHORTLY BEFORE HIS "RELEASE" AS MINISTER OF DEFENCE: MARSHAL ZHUKOV (RIGHT) BEING GREETED ON HIS ARRIVAL AT TIRANA AIRPORT ON OCTOBER 17.

Within a few hours of his return from Albania on October 26 it was announced that Marshal Zhukov had been "released" from his obligations as Minister of Defence of the U.S.S.R. On October 29 Mr. Khrushchev stated that Marshal Zhukov would receive a new appointment according to his experience and qualifications. On November 2 it was announced that Marshal Zhukov had been excluded from membership of the Praesidium of the Central Committee and from membership of the Central Committee of the Communist Party of the Soviet Union. On the following day a remarkable confession of errors by Marshal Zhukov and a bitter attack on him were published.



ACKNOWLEDGING THE APPLAUSE OF PROFESSORS AND STUDENTS OF TIRANA UNIVERSITY: MARSHAL ZHUKOV, THEN STILL IN POWER, DURING HIS VISIT TO ALBANIA.

this might well have caused a black mark to be set against his name. True, so far as we know, Mr. Khrushchev approved of what was done, but did not Barras approve of what the young Bonaparte did on the occasion of Vendémiaire and yet live to regret the free hand given to him?

Again, the Marshal is believed to have supported Khrushchev with vigour in his battle with the "Stalinist" leaders, headed by Molotov.

In such a case it is not, however, out of the question that the ladder should be kicked away. More pertinent still, if the aid then supposedly rendered had revealed that the man who provided it, and perhaps proffered it of his own accord, possessed such an influence with the armed forces as to make him a danger to his beneficiary's future, one could well imagine that it would be thought necessary to deprive him of his power at the earliest opportunity.

Mr. Khrushchev's path cannot have been easy. Perhaps against his expectations, he seems to have had to call the Central Committee to his aid. His own statement that the Marshal's new job had not been found strongly suggests a check. Was this because he had been urged to compromise? It will look like it if Zhukov, in fact, receives an appointment suited to his abilities and his high reputation. Then, his popularity with the Army was certainly high, even though it may recently have been undermined. It extended beyond the Army. He was in the most favourable sense a national figure; so far as outward eyes could judge, the best-liked of the leading men. This popularity also may have been found less than endearing by Mr. Khrushchev.

The connection of Zhukov's fall with the Syrian incident is obscure. I talked at the beginning of this article about speculation. This is the most speculative ground of all that I have tried to cover. At the time of writing, however, it does look as though statements that the Syrian situation has become easier, coming so soon after the Marshal's removal from his appointment, are more than a coincidence. It is not necessary to believe that the whole thing was started for the sake of getting rid of him. I, for my part, am quite sure that what I have already written about it is generally correct and that it was one move in a game played with the object of depriving the West of the use of the Middle East oilfields. Yet the propaganda could well have been stepped up in order to produce the occasion to "fix" Zhukov.

In examining social and political mysteries it is generally a safe rule to choose the less sensational of two possible interpretations. As regards the Soviet Union, however, it has become unwise since the death of Stalin to proceed on these lines. No country has provided more staggering sensa-

tions in so short a period. The denunciation of Stalin was even more extraordinary and astonishing than the other crises. The experts have at least been right in their view that it betokened further fierce underground conflicts in future. We may pretty safely assume that the dismissal of Marshal Zhukov is an episode in the battle for power. We shall not be far from the mark if we also assume that there is more of this sort of thing to come.

Though most of the time our eyes see only dim figures moving behind a smoke-screen, we cannot stop watching. We cannot afford to. Several commentators on the state of the world in which we are living have remarked that the most serious—

some say, the only—risk of a great nuclear war is that some powerful individual may lose his head and do something insensate. So it must be with more than curiosity that we stare at, and try to stare through, the smoke-screen. We cannot be sure that this fierce internal fighting will not bring up a figure capable of the insensate. Such a man might prove to be a hydrogen bomb in his own right. Provided he does not win, the fighting is fairly innocuous.



# A WINDOW ON THE WORLD—I.



PARIS. AFTER M. DIOR'S FUNERAL SERVICE: SOME OF THE MANY FLOWERS WHICH DECORATED THE CHURCH SEEN COVERING THE TOMB OF THE UNKNOWN SOLDIER. The Church of St. Honoré d'Eylau, in Paris, was crowded with mourners on October 29, when M. Christian Dior's funeral service was held here. The huge quantity of flowers were later taken to the Arc de Triomphe and placed on and around the Tomb of France's Unknown Soldier. M. Dior was buried in the family grave at Caillan, in Provence, on October 31.



THE U.S.S.R. AT MOSCOW AIRPORT: MAO TSE-TUNG, LEADER OF COMMUNIST CHINA, BEING GREETED BY MR. KHRUSHCHEV (CENTRE) AND MARSHAL BULGANIN. A large delegation of the Russian leaders, headed by Mr. Khrushchev, Marshal Bulganin and Marshal Voroshilov, were at Moscow Airport on November 2 to welcome Mao Tse-tung, President of the Chinese People's Republic and leader of the Chinese Communist Party. Mao Tse-tung was in Moscow to attend the celebrations of the fortieth anniversary of the Russian Revolution.



EGYPT. REBUILT AND INAUGURATED ON NOV. 2: THE FERDAN BRIDGE SPANNING THE SUEZ CANAL, NORTH OF ISMAILIA, SEEN HERE AS A STEAM TRAIN PASSED OVER IT DURING TESTS OF ITS STRENGTH. THE FORMER BRIDGE WAS DEMOLISHED DURING THE ANGLO-FRENCH INTERVENTION IN EGYPT LAST YEAR.



THE UNITED STATES. A BRIDGE WHICH COST A MILLION DOLLARS TO BUILD: THE MACKINAC BRIDGE AT ST. IGNACE, MICHIGAN, WHICH WAS OPENED TO ROAD TRAFFIC ON NOV. 1, SEEN FROM THE AIR. THIS VIEW SHOWS THE APPROACH TO THE BRIDGE WEST OF ST. IGNACE, IN THE UPPER PENINSULA, WHICH LIES BETWEEN LAKES SUPERIOR, MICHIGAN AND HURON.



WEST GERMANY. THE VERSATILE HELICOPTER PERFORMS YET ANOTHER TASK: A U.S. ARMY HELICOPTER HOVERING OVER THE CHURCH AT KONNERSREUTH, GERMANY, AS IT LOWERED A CROSS INTO POSITION ON TOP OF THE 200-FT.-HIGH STEEPLE. THE OPERATION WAS CARRIED OUT SPEEDILY AND SUCCESSFULLY.



ISRAEL. HANDCUFFED TO GUARDS: MOSHE DUEK SEEN WHEN HE APPEARED AT A JERUSALEM COURT CHARGED WITH THROWING A HAND-GRENADE IN THE KNESSET.



ISRAEL. LEAVING HOSPITAL: MRS. MEIR, THE ISRAELI FOREIGN MINISTER, WHO WAS INJURED WHEN A HAND-GRENADE WAS THROWN IN THE KNESSET. Our photograph shows Mrs. Meir, the Israeli Foreign Minister, being presented with a bouquet when she was wheeled out of Hadassah Hospital in Tel Aviv, to return home to convalesce from the injuries she sustained when a hand grenade was thrown in the Israeli Knesset.



## A WINDOW ON THE WORLD—II.

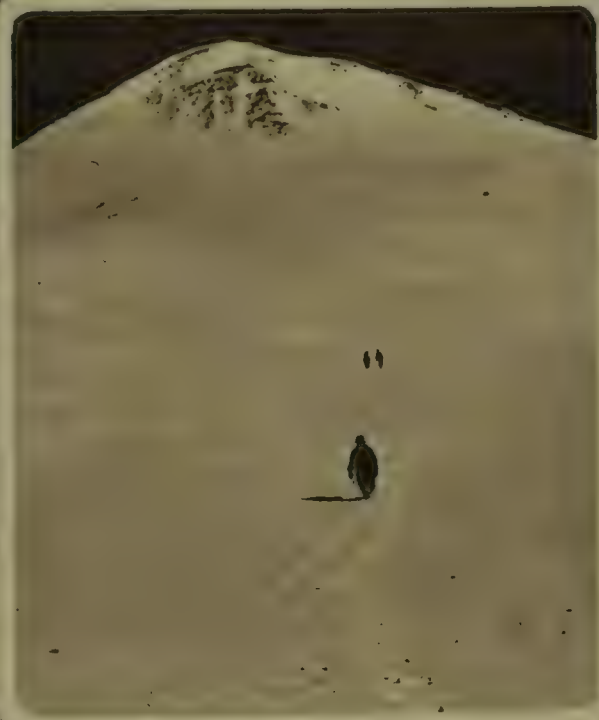


**AUSTRALIA.** A PERMANENT CREASE IN PURE WOOLLEN FABRICS: A REVOLUTIONARY PROCESS BEING DEMONSTRATED IN A GEELONG LABORATORY.

Scientists working for the Australian Council for Scientific and Industrial Research have developed a process by which a permanent knife-edge crease can be put in garments made of pure wool. The process is applied to the completed garment.



**AUSTRIA.** BEING USED IN AUSTRIA FOR THE FIRST TIME: A BRITISH EXCAVATOR CAPABLE OF DIGGING SOME THREE MILES OF TRENCH, UP TO A DEPTH OF 5 FT., PER DAY. IT IS HERE BEING USED TO CUT TRENCHES FOR THE LAYING OF GAS PIPES.



**U.S.S.R.** SUCCESSFULLY CLIMBED BY MRS. JOYCE DUNSHEATH, A SURREY HOUSEWIFE: MOUNT ELBRUZ, THE 18,525-FT. CAUCASUS MOUNTAIN AND THE HIGHEST PEAK IN EUROPE.



**PACIFIC OCEAN.** RELEASED ON OCTOBER 25: A PHOTOGRAPH SHOWING THE SURFACE BLAST AFTER A U.S. UNDERWATER NUCLEAR DEVICE HAD BEEN TESTED IN THE PACIFIC IN 1955. IT WAS ANNOUNCED THAT THE U.S. NAVY HAD DEVELOPED AN ATOMIC DEPTH-CHARGE.



**U.S.S.R.** SEEN IN FRONT OF THE REFUGE FROM WHICH SHE MADE HER SUCCESSFUL ATTEMPT: MRS. DUNSHEATH, WHO CLIMBED MOUNT ELBRUZ WITH TWO RUSSIAN MOUNTAINEERS. On October 6 Mrs. Joyce Dunsheath, a member of the British Ladies' Alpine Club, climbed the 18,525-ft. Caucasus peak, Mount Elbruz, which is the highest in Europe. She is shown with three Russian mountaineers in a photograph on page 801.



**U.S.S.R.** CLAIMED AS THE LARGEST AIRLINER IN THE WORLD: THE TU-114, WHICH CAN CARRY UP TO 220 PASSENGERS, BUILT TO MARK THE FORTIETH ANNIVERSARY OF THE RUSSIAN REVOLUTION. On November 3 the Russians announced that they have built the biggest airliner in the world, and also the fastest with turbo-prop engines. The TU-114, which can carry up to 220 passengers, can make ten- to twelve-hour non-stop flights, such as from Moscow to New York. One of the features of the aircraft is a restaurant, which can seat forty-eight people.



# A WINDOW ON THE WORLD—III.



**AMSTERDAM.** CONTRASTS ON THE CITY'S OUTSKIRTS: MODERN BLOCKS OF FLATS SURROUNDING A WINDMILL ONCE WELL OUTSIDE AND NOW WITHIN THE GROWING CITY. This windmill, built 200 years ago to drain the polderlands which surround Amsterdam, is now surrounded by modern blocks of flats forming part of a new residential area of the fast-growing Dutch city. It is probable that the mill will be moved and rebuilt farther out.



**CAPE TOWN.** DURING HIS ENTHRONEMENT CEREMONY ON OCTOBER 25: THE NEW ARCHBISHOP, DR. JOOST DE BLANK, AT HIS THRONE, RECEIVING THE DEAN OF CAPE TOWN'S BLESSING. On October 25 the new Archbishop of Cape Town, Dr. Joost de Blank, was enthroned before a crowded congregation in the Cathedral. The Archbishop made history by repeating part of his sermon in Afrikaans.



**UNITED STATES.** STILL FREE AFTER TWELVE DAYS: SIAM, A CIRCUS PERFORMING ELEPHANT, EVADING HER HANDLERS IN THE WOODS NEAR CATSKILL, N.Y. Siam, a thirteen-year-old elephant weighing 2½ tons, escaped from her winter quarters near Catskill, N.Y., on October 16. She eluded recapture for thirteen days, but finally submitted to her handlers as she was ill with a cold. Siam performs in a circus.



**UNITED STATES.** RECAPTURED AT LAST AFTER THIRTEEN DAYS OF FREEDOM: SIAM, ILL WITH A COLD, MEELY SUBMITTING TO HER HANDLERS.



**THAILAND.** MOTOR-BICYCLE REPLACES PEDAL-CYCLE IN BANGKOK: ONE OF THE MOTORIZED RICKSHAWS WHICH ARE NOW A COMMON SIGHT IN THAILAND'S CAPITAL. THEY ARE KNOWN AS "MOTOR SAMLORS."



**WEST GERMANY.** SQUASHED ON THE FRANKFURT-MANNHEIM AUTOBAHN: THE REMAINS OF A VOLKSWAGEN UNDER A TRUCK WHICH FELL ON IT WHILE SKIDDING IN FOG. The driver of this Volkswagen stopped during a hold-up caused by fog, and left his car to warn other drivers to slow down. Seconds later the heavy truck skidded when pulling up and overturned on to the car, which was completely flattened.



## A WINDOW ON THE WORLD—IV.



(Above.)  
CYPRUS. IN NICOSIA: POLICE MOVING DOWN METAXAS SQUARE TO DISPERSE YOUTHFUL RIOTERS WHO TOOK PART IN DEMONSTRATIONS ON OCTOBER 28.

On October 28, the anniversary of Greece's rejection of the Italian ultimatum in 1940 and her entry into the war on the allies' side, police had to use tear gas and batons to disperse demonstrators in a number of towns and villages in Cyprus. Most of the demonstrators were youths and schoolchildren who were obeying instructions which had filtered to them from Grivas, the Eoka leader. Altogether some 115 arrests were made, 97 of them in Nicosia and Famagusta, where the major demonstrations took place. A few people were injured in the clashes.



ISRAEL. ISRAEL'S PARLIAMENT BUILDING IN JERUSALEM: THE KNESSET, WHERE FIVE MINISTERS WERE WOUNDED WHEN A HAND-GRENADE WAS THROWN.

Mr. Ben-Gurion, the Israeli Prime Minister, and four other Ministers were injured on October 29 when a hand-grenade was thrown from the visitors' gallery on to the ministerial table in the Knesset (Parliament), where it exploded. The most severely injured was Mr. Shapiro, Minister for Religious Affairs. The other three Ministers hurt were: Mrs. Meir, Foreign Minister; Mr. Carmel, Minister of Communications; and Mr. Barzilai, Minister of Health. The assailant was stated to be mentally unbalanced.



CYPRUS. DURING THE DEMONSTRATIONS IN NICOSIA: A BRITISH POLICE SERGEANT TAKING POSSESSION OF A GREEK FLAG FROM A GREEK-CYPRIOT GIRL. ALTOGETHER SOME 115 ARRESTS WERE MADE IN CYPRUS.



SOUTH VIETNAM. AFTER A BOMB OUTRAGE IN SAIGON: THE WRECKED UNITED STATES INFORMATION LIBRARY HOSTEL. On October 22 thirteen Americans and five local inhabitants were wounded in three terrorist bomb attacks which damaged buildings and a bus during the session of the twenty-one-nation Colombo Plan conference on aid for Asia. Government sources said that the attacks, which were all aimed against the Americans and not at the conference, might have been the work of Vietminh Communists, or were possibly made by one of the dissident local sects.



THE U.S. AT GROTON, CONNECTICUT: FRIENDS AND RELATIVES OF THE CREW WELCOMING THE ATOMIC SUBMARINE NAUTILUS ON HER RETURN FROM THE ARCTIC.

Friends and relatives of the crew of the American atomic submarine *Nautilus* were waiting to welcome the vessel when she docked at Groton, Connecticut, on October 28 on her return from the Arctic. The submarine, which covered more than 1000 miles during her Arctic cruise, spent five-and-a-half days submerged under the Arctic ice pack, gathering scientific information.



ISRAEL. A RESTING PLACE FOR THE FALLEN: THE RECENT REBURIAL IN JERUSALEM OF ISRAELI SOLDIERS KILLED IN THE SINAI CAMPAIGN LAST YEAR.

A number of the Israeli soldiers who were killed in the Sinai campaign last year were reburied on Mount Herzl in Jerusalem on October 23. The ceremony was attended by the Israeli Prime Minister, Mr. David Ben-Gurion.



# GLUBB PASHA'S PERSONAL STORY.

"A SOLDIER WITH THE ARABS." By LIEUT.-GENERAL SIR JOHN BAGOT GLUBB.\*

An Appreciation by SIR JOHN SQUIRE.

"I SPENT thirty-six years," says Glubb Pasha, living among the Arabs. "During the first nineteen of these years, I lived almost entirely with them, rarely meeting Europeans and sometimes not speaking a word of English for weeks on end. I originally went to Iraq in 1920 as a regular officer of the British Army . . . but when I had spent five years amongst the Arabs, I decided to change the basis of my whole career. I made up my mind to resign my commission in the British Army and devote my life to the Arabs. My decision was largely emotional. I loved them.

"Fourteen years later, in April 1939, I was called on to assume command of the Arab Legion—the army of the little State of Trans-Jordan. It was a tiny army and a little State, but even so, it was a 'State,' which possessed its own government. And this government had relations with other governments—that is to say, it moved on the international level. By becoming the principal military officer to a government, I began for the first time to gain an insight into international affairs.

I was able to devote less and less of my time to living completely amongst Arabs, and working at their parochial affairs. I was obliged to live in the capital, to meet with royalties, presidents, cabinet ministers and ambassadors, and to consider the policies and actions of other governments. For it was now my first responsibility to be ready to defend Trans-Jordan. The

Darwin, when they stand in front of august eternities and are moved; and, Thirdly, this book is dreadfully timely.

Glubb Pasha states baldly "The present book deals primarily with this second period of my life among the Arabs." So it does. We are made privy to his relations with the present King of Jordan (so-called since the piecemeal partition of Palestine was carried through) with his father (deposed because of mental illness, although, at intervals, charming, intelligent and honourable) and with his grandfather, King Abdulla, a noble and sensible descendant of Mahomet who was murdered when coming out of a mosque, apparently by emissaries of the former Mufti of Jerusalem, a wild man, greedy for power, who spent the last war with Hitler in Berlin.

But it doesn't mainly deal with "my life." There are glimpses of personal life. We are made privy to Glubb's difficulties in building up an army to guard a frontier too long; we "sense" his

perfect relations with his officers, part-British and part-Arab, and his men, the best of whom were drawn from the country; we occasionally have glimpses of life in his Amman home, amusing, touching or tragic: the last being when he was given a few hours' notice by King Hussein to "clear out" by aeroplane with a suitcase for himself and one for his wife—a young intriguer had influenced the King, and before long was found guilty of trying to dethrone the King. He left with his own medals and his father's, and his grandfather's presentation plate.

But during those years, the first of them happy with a sensible King and a little country finding its feet, the later of them wretched and arduous, because of the difficulty of guarding a long frontier with inadequate forces, raising those forces with inadequate means, and being stabbed in the back by people who alleged that Traitor Glubb was an agent of the British Government, which was an agent of the Jews, the Pasha could have had little thought for himself. His epitaph on himself is: "I am no judge of what I deserved. Rather would I borrow the phrase with which Gordon, besieged in Khartoum, concluded his diary: 'I have done my best.'"

At any time this book would have been notable, as autobiography, as history or as mere story; there is an account of a pyromaniac riot in Amman, and its gentle suppression which would make an outstanding chapter in any historical novel. But to-day it is a "source-book" for anybody who wants to know about the contemporary world or has to try to manage the contemporary world.

The Levantine Cauldron is boiling up again, as I write. Turkish troops are alleged to be on the Syrian border, the Syrians are alleged to have been supplied with arms by the Kremlin (which is willing to supply arms to anybody, provided war and misery will ensue) and another World War may follow—such a one as was averted by the English and French incursion into Suez, in order to prevent

the Jewish attack upon Egypt. We stopped a World War, and had little thanks for it. Not that we want thanks; traditionally we do our duty.

This book, I think, should be read by every person in the world who wishes to form an opinion about the Near East. It is too complicated for words. Glubb Pasha was right in the middle of it. His main jobs were to organise an army and to keep the peace. Across the line of demarcation—laid down by the League of Nations—constant invasions took place, and massacres and reprisals. The Jews thought they, after centuries of homelessness (and they were mostly persecuted Jews from Eastern Europe), were recovering their homeland at last; the Canaanites (and we mustn't suppose that everyone speaking Arab is an Arab by race—the Egyptians, mostly, certainly don't think themselves so) knew that they were being deprived of lands which their forefathers had held for millennia—Glubb Pasha gives us instances of farmlands which have been cut across by the U.N.O. partition line, a silly President-Wilsonian-demarcation, which allows a man to plough up a certain length of his ancestral earth, but to be shot by a Jewish sentry if he goes beyond it.

The General was accused, in Jordan, of being a Jewish agent: that is the fate of the fair-minded man. He knows now that he may be accused of being an Anti-Semite, simply because he tells what he thinks is the truth. "Perhaps I should here make my position clear once and for all. I believe that the creation and maintenance of the



THE AUTHOR OF THE BOOK REVIEWED ON THIS PAGE: LIEUT.-GENERAL SIR JOHN BAGOT GLUBB. Lieut.-General Sir John Bagot Glubb, better known as Glubb Pasha, was born in 1897. He was educated at Cheltenham and then entered the R.M.A., Woolwich. He served in France in World War I, was wounded three times and won the M.C. He went to Iraq in 1920 as a regular officer of the British Army and after five years resigned his commission to devote his life to the Arabs. From 1939 until 1956, when he was dismissed by King Hussein, Glubb Pasha was Chief of General Staff, the Arab Legion.



"THE KING STILL MAINTAINED HIS USUAL SPIRITS": KING ABDULLA ENJOYING A JOKE WITH GLUBB PASHA IN NOVEMBER 1948.

War Office official photograph.



COLOUR PARTIES REPRESENTING DIFFERENT ARAB LEGION UNITS MARCHING FROM BARRACKS TO TAKE PART IN A CEREMONIAL PARADE. THE BRITISH OFFICERS WERE DISMISSED IN 1956.

present book deals primarily with this second period of my life among the Arabs."

I quote this section from Glubb Pasha's preface for three main reasons. Firstly (as the old sermons used to go), to give such people as are unacquainted with his career a background; Secondly, to warn readers of his earlier book "The Story of the Arab Legion" that they need expect here no romantic stories of desert patrols, in silence and solitude, amid many-coloured landscapes and under wide skies, sun-flooded by day, star-lit and moonlit by night, sprinkled with encounters with cattle-raiders and the sort of chivalrous nomads who have appealed to the hearts and minds of many an Englishman; nor those unaffected, naturally-soaring, peaks of prose which arise in the narratives of so many of our fellow-Englishmen, explorers, soldiers, and even scientific men like



AFTER LUNCHING IN THEIR MESS: GLUBB PASHA WITH A GROUP OF YOUNG OFFICERS OF THE ARAB LEGION ARTILLERY.

Illustrations reproduced from the book "A Soldier With the Arabs," by courtesy of the publishers, Hodder and Stoughton.

State of Israel by armed force was a mistake. That the result has been disastrous for the British and the Arabs alike is only too obvious. It seems to me not improbable that it will ultimately prove to be disastrous for the Jews also. This is purely an intellectual opinion on my part, devoid of any emotion."

We can none of us know what will happen in the future. That Near-Eastern cauldron is swirling so hard at the moment, with the new witch from Moscow adding to its commotion, that even a man fully-informed about history, geography, race and religion would find it difficult to make a prediction. It is evident that Glubb Pasha thinks that the Jews will be driven out of their "beach-head" in Asia. Perhaps they needn't be if they would learn how to compromise. But what is the use of thinking of life in terms of "ifs."

\* "A Soldier With the Arabs." By Lieut.-General Sir John Bagot Glubb, K.C.B., C.M.G., D.S.O., O.B.E., M.C. Illustrations and Maps. (Hodder and Stoughton; 25s.)

Novels are reviewed by K. John, and other books by E. D. O'Brien, on page 808 of this issue.



## MORGANTINA IDENTIFIED: A GREEK COLONY OF THE SIXTH CENTURY B.C. EXCAVATED IN THE INTERIOR OF SICILY; AND A MONUMENTAL AGORA REVEALED.

By **ERIK SJÖQVIST**, of the Department of Art and Archaeology, Princeton University, New Jersey, U.S.A.,  
Joint Director of the excavations.

(The Expedition was sponsored by the Department of Art and Archaeology of Princeton University and jointly directed by PROFESSOR ERIK SJÖQVIST and PROFESSOR RICHARD STILLWELL. Financial support was received from the University, its Research Fund, the Spears Fund, the Bollingen Foundation (New York) and private donors. Thanks are also due to the Italian archaeological authorities and especially to PROFESSOR BERNABO BREA, Superintendent of Antiquities at Syracuse, whose helpfulness and generosity were, and are, essential to the success of the enterprise.)

WHEN the Greeks toward the end of the eighth century B.C. landed as colonists on the shores of Sicily they soon took possession of the fertile plains and the many good harbours that the coastland offered. The early inhabitants, the Sicilian tribes, withdrew into the mountainous and inaccessible interior of the island, where they for some time maintained their independence. How soon and how far the Greeks ventured into the inhospitable hinterland, has long remained an unanswered question. The early cultural and political relations between the Greeks and the indigenous population is an obscure but important chapter in the history of the hellenization of Sicily. Systematic archaeological excavations on a suitable site far from the coast should—so it was thought—contribute to the solution of this and related problems.

Serra Orlando, close to the village of Aidone (Fig. 1), in the province of Enna, was chosen as a place likely to fulfil such requirements, and the excavations began in the late summer of 1955.

The Serra Orlando ridge (Fig. 4) is a beautiful site rising to a height of about 1600 ft. and overlooking the valley of the River Gornalunga—the Eryces of ancient times—one of the few that lead from the mountains down to the east coast where the early Greek cities of Katane and Leontinoi dominated the most fertile of all the plains of Sicily. After three seasons of excavations we may now venture to give a name to the city that once covered the better part of this two-mile-long ridge: it was Morgantina, a place mentioned occasionally in the ancient authors. From these authors one gets a dim and sometimes contradictory view of the history and location of the city, but archaeological evidence fills in many of the gaps, and rounds out the picture. The archaeological results and the historical sources cover each other in a singularly happy way, so that what may have seemed unclear in the latter is well illustrated by the former and vice versa. These recurrent coincidences form the basis for our identification, which, however, has to remain hypothetical until an inscription, carrying the city's name, gives the final proof.

The first two seasons revealed to us what the centre of the city, its agora and adjacent zones looked like during the three last centuries B.C. Now we know considerably more about the older periods of the city's life.

On the north slope of the acropolis of Morgantina we have come across the outskirts of a prehistoric village traceable in the form of a hut floor, a hearth and artifacts of flint and pottery. The prehistoric layer rests immediately on the bedrock, and seems therefore to be the first trace of human activity on our site. The bottom layer can be dated to the end of the twelfth century B.C., and the last hut was probably not destroyed before the eighth, possibly even later. The vagueness of the final date depends upon the general

uncertainty still reigning in the field of Central Sicilian proto-history.

We are more precisely informed of what happened afterwards. Just before the middle of the sixth century B.C., the last remains of the early village were razed to the ground, and large rectangular houses of mud-brick on solid stone foundations made their appearance. The newcomers who now settled on the acropolis were Greek pioneers from the east coast of the island. Four separate excavation areas show that they were well installed over the better part of the acropolis and that their settlement was worthy of being called a city. A fortification wall was built around the hill, and

traces of temple architecture reveal the existence of the holy places. We are in a Greek polis, and no longer in a "Barbarian" village. This fact is bound to change considerably the prevailing view of the historically important problem of the hellenizing of Sicily. If the Greeks, as we now know, were able to found a fortified city in the midst of the Sicilian mountains as early as the middle of the sixth century B.C., we have to revise our ideas of the cultural status and the political conditions of the Sicilian hinterland in these early days.

Decorative terra-cotta reliefs meant to adorn the early temples of Morgantina appear among the finds on the acropolis. The oldest of these roof-tile ornaments is—like all its companion pieces—incomplete, but at least preserved in its essential parts. It is a female face (Fig. 20), probably that of a maenad, brightly painted in purple, black and red. Its style assigns it to the second quarter of the sixth century B.C. The rest of the architectural terra-cottas are somewhat later and represent different types of Gorgon heads (Fig. 17).

With these finds there came to light an interesting mixture of pottery fragments. A few sherds were of imported Attic ware of the Black Figure and early Red Figure styles, all of good quality; another lot was of unmistakably indigenous manufacture, known as Sicilian III and IV ware, and a third group was of a type that obviously imitated the Attic ware without reaching its high standards either in shape, fabric or paint. If the first group gives witness to the unbroken contact with the motherland, and the second is material bought on the local "Sikel" market, the third group is most probably the product of the colonists' own endeavours in ceramics. This picture is paralleled by the contents of an untouched chamber tomb (Fig. 3), discovered on the steep north-east slope

(Fig. 4) of the acropolis. The architecture of the tomb follows the Sicilian traditions. It is a sizeable rock-cut chamber with saddle-roof and with a stepped entrance, a family tomb for repeated burials possibly stretching over two or three generations. The contents were rich (Fig. 13) and characterised by the same types of ceramics (Figs. 10-12, 14), to which could be added a fourth group of vases of Late Corinthian manufacture (Fig. 15). While the contents of the tomb tell us that its occupants were the same Greek settlers traced on the acropolis, its shape goes to show that the early colonists were far from immune against influences exerted upon them by their Sicilian neighbours. These elements indicate an early fusion of Greek and indigenous elements which in the fullness of time was to result in the specific Siceliot Greek culture.

The archaic settlement came to an abrupt end soon before the middle of the fifth century B.C. It is certainly more than a coincidence that our historical sources record the conquest and destruction

of Morgantina by the indigenous Sicilians under their leader, Ducetius, in the year of 459 B.C. This event may also account for the very scanty remains of the late fifth century on our site.

On a low hill to the north of the later agora of the city there stood a sanctuary dedicated to the two goddesses, Demeter and Persephone, which may date as far back as the first half of the fourth century B.C. but which did not flourish until after 350 B.C. It was a venerated place of worship until at least the end of the third century B.C.

Its shape is irregular and has nothing in common with a Greek temple. A series of rooms are grouped around two courtyards. Among the votive gifts found around the two altars was an amount of terra-cotta sculpture mostly of female devotees (Figs. 19, 21-24). The workmanship varies but is, on the whole, of fine quality and testifies to the skill of the local coroplasts.

The civic centre of the growing city, its agora, was, at the end of the fourth century B.C., laid out on slightly sloping ground, just off the crossing of the two main thoroughfares of the town. It was from the beginning conceived on a monumental scale and the natural configuration of the terrain was organically used in solving the problem of its plan. The north part lies on relatively high and even ground and formed the upper agora, limited to the north by a portico. In the slope toward the south the lower agora (Figs. 8, 9) extends in the shape of a polygonal area and the difference in level between the two squares is marked by a monumental staircase, of a total width of about 180 ft. It circumscribes the lower agora on three sides and was obviously meant to be continued on the fourth (east) side, but the project was never carried out. As it stands it is one of the finest and best-preserved Hellenistic public squares we have from the Greek world outside of Asia Minor, and its plan is unique. The polygonal stepped area would have served admirably as a meeting-place for the public assembly, and a speaker's platform placed off-centre along the east side of the lower agora seems to confirm the idea that the steps were so used.

The planning of the agora was initiated in the decades around the year 300 B.C. when Agathocles was King of Syracuse, a ruler who, during a critical period in his career, had received much-needed military help from the Morgantines. It seems probable that the entire ambitious scheme was started and promoted by his Royal patronage. During the early reign of Hieron II (275-215 B.C.), the agora and its surroundings were still under construction, but the First Punic War (264-241 B.C.), which saw Sicily as its main theatre of operations, seems to have brought the work to a halt. Private buildings encroached upon the agora space (Fig. 9) and some of the unfinished public building had



FIG. 1. A MAP OF EASTERN SICILY IN CLASSICAL TIMES, WITH THE SITE OF MORGANTINA, AS NOW IDENTIFIED BY MR. SJÖQVIST, ADDED.

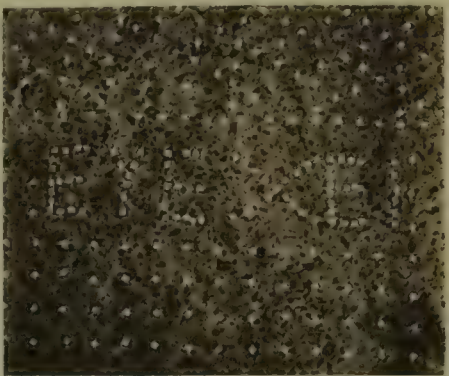


FIG. 2. A GREEK INSCRIPTION, WHICH SAYS "WELCOME" IN A MOSAIC FLOOR OF ONE OF THE SECOND-CENTURY B.C. VILLAS, SHOWING THE PERSISTENCE OF THE HELLENIC CULTURE.

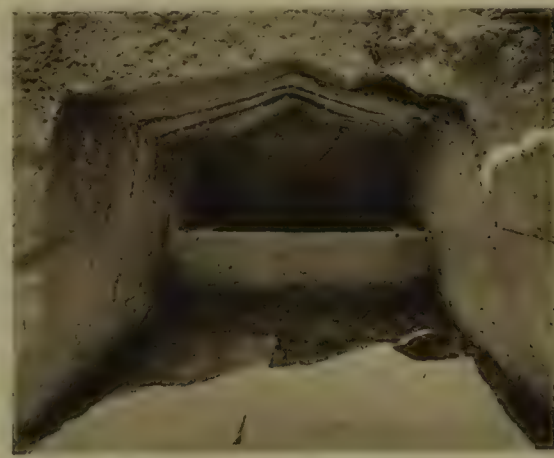


FIG. 3. THE INTERIOR OF ONE OF THE ROCK-CUT TOMBS, IN WHICH ATTIC BLACK FIGURE VASES AND SICILIAN POTTERY WERE FOUND.

The photograph shows the saddle-roof, a rock sarcophagus at the back of the tomb and in the left foreground stone slabs covering the entrance to a shaft grave. This was almost certainly a family tomb.

to lend material for the new private ones. Thus, the great project remained for ever unfinished.

The Second Punic War (218-201 B.C.) proved fatal for Morgantina, which at two different occasions espoused the cause of Carthage, the losing side in the war. Roman punishment was prompt and severe: the city and its public land was taken away from its old possessors and by a senatorial decree of 211 B.C. given to the Spaniard Moericus, and his mercenary soldiers, who had rendered great services to the Romans during the Sicilian campaign (Figs. 16, 18). The excavations furnish ample evidence of the rapid decay and serious depopulation of the town at the end of the third and the beginning of the second century B.C.

The agora especially was neglected, but during the second quarter of the second century B.C. elegant residential quarters rose on the two hills overlooking its east and west sides (Figs. 5, 7).

[Continued opposite.]



# ONE OF THE FINEST OUTSIDE ASIA MINOR: THE HELLENISTIC AGORA AT MORGANTINA.



FIG. 4. THE SITE OF THE ANCIENT CITY OF MORGANTINA: THE RIDGE OF SERRA ORLANDO LOOKING WEST. THE TRENCHES IN THE FOREGROUND REVEALED THE DEMETER SANCTUARY, THE ACROPOLIS LYING FURTHER BACK.



FIG. 5. MORGANTINA REVEALED: IN THE FOREGROUND THE STEPS OF THE LOWER AGORA, AND, RISING BEHIND, PUBLIC BUILDINGS AND LATER RESIDENTIAL HOUSES.



FIG. 6. THE SMALLER ROMAN MARKET-PLACE AND PUBLIC BUILDINGS, BUILT OVER THE UPPER AGORA IN THE LATER STAGES OF THE CITY'S LIFE.



FIG. 7. THE PERISTYLE COURT OF A SECOND CENTURY B.C. ARISTOCRATIC HOUSE ON THE EAST SLOPE ABOVE THE AGORA.



FIG. 8. A DETAIL OF THE TRULY IMPRESSIVE STEPS OF THE LOWER AGORA OF MORGANTINA, BUILT DURING THE REIGN OF AGATHOCLES OF SYRACUSE (317-289 B.C.), AND MEASURING ABOUT 180 FT. IN WIDTH.



FIG. 9. A WIDE VIEW OF THE GREAT LOWER AGORA OF MORGANTINA. IN THE RIGHT MIDDLE GROUND CAN BE SEEN THE BASE OF THE SPEAKER'S PLATFORM; IN THE FOREGROUND, PRIVATE BUILDINGS WHICH INTRUDED ON THE AREA DURING THE FIRST PUNIC WAR, ABOUT 250 B.C.

*Continued.]*

Simple but attractive mosaics cover many of the floors, and a Greek inscription (Fig. 2) on one of them shows that the Hellenistic cultural tradition was unbroken. Towards the middle of the second century B.C. activity returned also to the old agora. A new market-place was installed in the upper agora (Fig. 6) and shops were added to the old northern portico and adjacent regions. During this period the Spaniards of Morgantina issued

their own bronze coinage (Figs. 16, 18) with the proud inscription, "HISPANORUM." These otherwise very rare coins have been found in hundreds in the excavations, and are stratigraphically bound to this period. Morgantina's last period of life coincides roughly with the duration of the Roman Republic. Our last significant finds can be dated to the early years of Octavianus Augustus. The archaeological results corroborate the statement

*[Continued overleaf.]*



## RICH IMPORTED AND SIMPLE LOCAL POTTERY FROM MORGANTINA TOMBS.



FIG. 10. A BLACK-FIGURE ATTIC VASE, FOUND IN ONE OF THE ARCHAIC PERIOD ROCK-CUT TOMBS. IT SHOWS A SATYR DANCING BEFORE DIONYSUS.



FIG. 11. A SMALL WINE JUG OF LOCAL SICILIAN SIXTH-CENTURY MAKE, FOUND IN THE SAME TOMB AS SOME OF THE IMPORTED ATTIC WARE.



FIG. 12. AN ATTIC BLACK-FIGURE OINOCHOE (WINE JUG), ALSO SHOWING A SATYR. LIKE FIG. 10 IT WAS FOUND IN ONE OF THE ARCHAIC TOMBS.

*Continued.*  
of the Greek geographer Strabo, a contemporary of Augustus, who tells us that "Morgantina used to be a town, but now it does not exist." One may speculate over the reasons for its death. There are no traces of a violent destruction in the ruins. All indications seem to show that the life of the city quietly ebbed out, and we have probably to reckon with the incisive effects of the social, political and economic changes which took place at the end of the Roman Republic as the main reason for the erasing of the old urban tradition at Serra Orlando.

(Right.) FIG. 13. FOUND IN A SINGLE ARCHAIC TOMB AT MORGANTINA: A NUMBER OF IMPORTED ATTIC VASES, MOSTLY LEKYTHOI (OIL FLASKS) IN THE LATE BLACK-FIGURE STYLE—A NOTABLE INDICATION OF THE CIVILISATION EARLY ESTABLISHED IN THE INTERIOR OF SICILY BY THE GREEK COLONISTS.



FIG. 14. A KYLIX (DRINKING CUP) MADE BY THE GREEK COLONISTS OF MORGANTINA IN IMITATION OF THE FINER ATTIC WARES OF FIGS. 10, 12 AND 13.



FIG. 15. EVIDENCE THAT POTTERY WAS ALSO IMPORTED FROM CORINTH: A CORINTHIAN SKYPHOS (CUP) OF THE LATTER HALF OF THE SIXTH CENTURY B.C.



PRIESTESSES OF PERSEPHONE; AND  
RARE COINS OF MORGANTINA.



FIG. 16. A BRONZE COIN OF MORGANTINA OF THE SECOND CENTURY B.C. BEARING THE INSCRIPTION "HISPANORUM," AS A RESULT OF THE ROMAN SENATE'S DECREE OF 211 B.C. GRANTING THE CITY TO MOERICUS AND HIS SPANISH MERCENARIES.



FIG. 17. A GORGON TERRACOTTA ANTEFIX, A DECORATIVE RELIEF FROM AN EARLY TEMPLE OF MORGANTINA. PROBABLY SIXTH CENTURY B.C.



FIG. 18. ANOTHER "HISPANORUM" BRONZE COIN OF MORGANTINA. THE HEAD, LIKE MORGANTINA'S FOURTH-CENTURY COINAGE, IS MODELLED ON THE ARETHUSA AND DOLPHINS OF SYRACUSE'S BEAUTIFUL COINAGE, BUT THE REVERSE SHOWS A HORSEMAN.



CMS.

FIG. 19. FROM THE DEMETER SANCTUARY: A TERRACOTTA STATUETTE OF A VEILED WORSHIPPER. DATING FROM THE END OF THE FOURTH CENTURY B.C.



CMS.

FIG. 20. THE OLDEST OF THE TERRACOTTA RELIEFS FOUND AT MORGANTINA: A MÆNAD HEAD ANTEFIX, PAINTED IN BLACK, PURPLE AND RED.



CMS.

FIG. 21. ONE OF THE MOST DELIGHTFUL OF THE MORGANTINA TERRACOTTAS: A STATUETTE OF A DANCER, FROM THE SANCTUARY AND OF THE EARLY THIRD CENTURY.



CMS.

FIG. 22. A LIFE-SIZE TERRACOTTA BUST OF A PRIESTESS OF PERSEPHONE, WEARING THE POLOS, OR RITUAL HEAD-DRESS: A WORK OF CONSIDERABLE BEAUTY.



CMS.



FIG. 24. THE HEAD OF A PRIESTESS OF PERSEPHONE IN TERRACOTTA. EARLY FOURTH CENTURY B.C. AND AN ELOQUENT WITNESS OF THE LOCAL ARTISTIC SKILL.

(Left.) FIG. 23. ANOTHER PRIESTESS OF PERSEPHONE—OFFERING A SACRIFICE. ONE-THIRD LIFE-SIZE. SECOND HALF OF FOURTH CENTURY B.C.





SIGNALLING TO A PILOT BY MEANS OF STAR SHELLS: H.M.S. *EAGLE*, WHICH IS SHORTLY TO BE SUBSTANTIALLY MODERNISED, DURING RECENT FLYING EXERCISES IN THE ENGLISH CHANNEL.

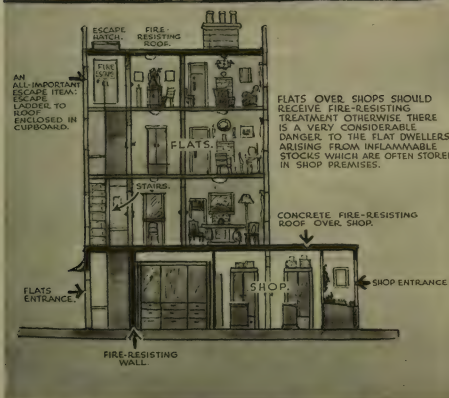
During the week ending November 2 naval day and night flying exercises from the aircraft-carriers *Eagle*, *Ark Royal* and *Bulwark* were held in the English Channel. Of the three carriers, *Eagle*, it was recently announced, is not now to have the refit originally scheduled for next year, but instead is to undergo extensive modernisation which will begin in 1959 and is expected to be completed three years later. The modernisation will include the installation of steam

catapults to enable new naval aircraft, such as the atom-bomb-carrying *Scimitar* and others, to be launched. Changes are also to be made in the internal structure of the ship, and these will include the raising to a higher deck than at present of the wardroom, the rearrangement of certain mess decks, and possibly the substitution of bunks for hammocks for some of the petty officers and ratings. H.M.S. *Eagle* is one of the two largest British aircraft-carriers, the other being her sister

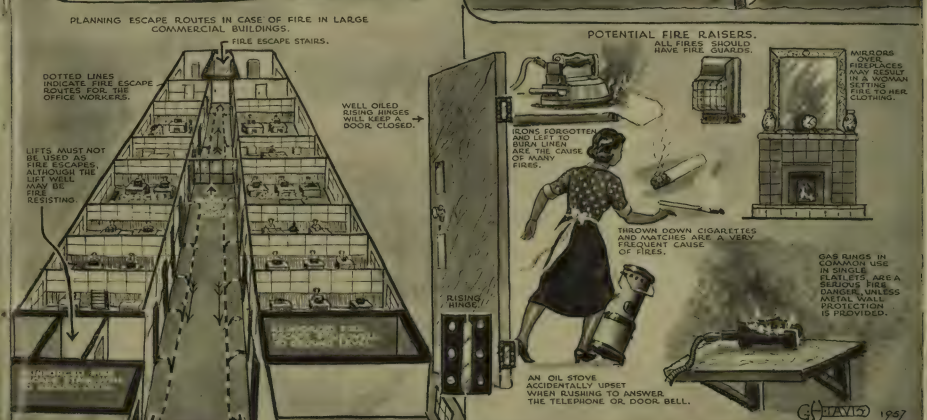
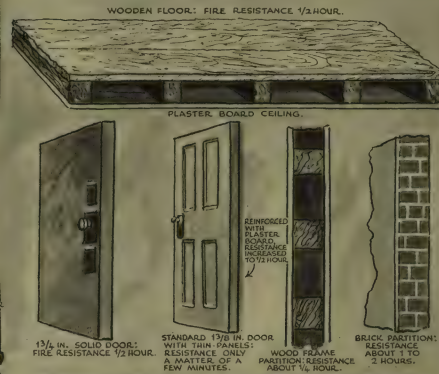
ship H.M.S. *Ark Royal*; their displacement with full load is 46,000 tons. H.M.S. *Eagle* was ordered in 1942 and was completed ten years later, costing nearly £16,000,000. During the recent Channel exercises, particular emphasis was laid on night flying, but, as was the case also during the recent N.A.T.O. exercise, *Strike Back*, bad weather interfered with this part of the programme. In the above photograph, the pilot of a jet aircraft is being ordered by a star-shell signal

to make another attempt at landing after overshooting. The aircraft of the three carriers were supplemented during the exercise by a Dutch squadron from the Royal Naval Air Station at Culdrose, Cornwall, and by *Venoms* from Merryfield, near Taunton, Somerset. A feature planned for the last day of the exercise was the transfer from *Ark Royal* to *Bulwark* of an entire *Seahawk* squadron, together with its equipment.





## FIRE RESISTING QUALITIES OF FLOORS, DOORS AND PARTITIONS.



## A MENACE WHICH CLAIMS SOME HUNDREDS OF VICTIMS KILLED AND INJURED EACH

YEAR: FIRE—MEANS OF PREVENTING IT, AND METHODS OF ESCAPE AND FIRE-FIGHTING.

The personal dangers arising from domestic fires and heating appliances are vividly illustrated in the "Danger at Home" Exhibition (October 28-November 16) at Charing Cross Underground Station. A serious outbreak of fire, however, involves not only personal danger but greater damage to property, and the extent of the risk of serious fires is seldom fully appreciated. In London the Fire Brigade is called as often as 25,000 times a year, or, on an average, once every twenty minutes, including some false alarms. The number of fires per year in London has been increasing, and one of the reasons for this

is that new industries have been established in the capital. About two out of every three London buildings were constructed before the First World War, and many are not suited for their present-day uses, often containing a mixture of workshops, restaurants, shops, offices, and, usually on the upper floors, private residences. New buildings over a certain size have to conform to strict fire regulations, but many of the older buildings, with their dry timbers and woodwork and other hazards, are all too frequently potential fire traps, as is proved by the continuing occurrence of fires in which deaths

Drawn by our Special Artist, G. H. Davis, with the co-operation of

## YEAR: FIRE—MEANS OF PREVENTING IT, AND METHODS OF ESCAPE AND FIRE-FIGHTING.

and injuries are caused. A number of simple precautions, which may well result in the saving of life and valuable property, can, however, be taken in the older buildings, and some of these are illustrated above. Doors can be made self-closing by fitting rising butt hinges; escape routes from upper floors to neighbouring buildings can often be provided, and a door or partition can be fitted to reduce the danger of a staircase acting as a chimney to assist the rapid spread of a fire. The fire resistance of doors and partitions can be improved by the use of asbestos wall board, plaster or plaster-board. Different the L.C.C. (Fire Department) and the Fire Protection Association.

types of fire extinguisher and early notification of the fire brigade will often serve to nip a fire in the bud, and is, of course, important for the occupants of a building to know clearly what they should do if a fire breaks out. As the London County Council advise, although prevention is better than fire, knowing what to do if there is one is just as important. In 1956, besides the many people injured by fire or heating appliance accidents in the home, some 460 members of the British public lost their lives through fire and about 3000 received injuries caused either directly or indirectly by fires.





# IN AN ENGLISH GARDEN.



TO what extent is a garden of non-stop colour from early spring until late autumn really desirable? My own feeling is that that sort of gardening is best

suited to public parks and open spaces, especially in big towns. On one's own territory, and to live with, it could soon become an intolerable bore. Yet to most town dwellers the gay and gaudy bedding-out in the public parks and

## NON-STOP COLOUR.

By CLARENCE ELLIOTT, V.M.H.

It is foolish, I think, to formulate strict rules to govern our plantings. There is no need, for instance, to stick to hardy herbaceous perennials in planting the herbaceous borders. By all means let there be a good solid foundation of hardy perennials—phlox, Michaelmas daisies, flag iris, campanulas, and the rest. But the summer colour effect can be made very much jollier if a fair proportion of other types of flowering plants are intermixed with the hardy perennials, annual

valuable in this respect, flowering as they do from early summer until autumn, and often well into the winter also. But it is as well to scrutinise some of these races of roses very thoroughly, and make quite certain that they have fragrance, and that their blossoms really do look like roses, and not like motifs for cheap millinery, as some which I have met most certainly do.

One of the most industrious hardy flowering plants that I know is the viola "Norah Leigh." It cropped up as a seedling years ago in its namesake's garden here in the Cotswolds, and to my mind is the most delightful variety I have ever known. Of compact, clumpy habit, it covers itself with an endless succession of shapely middle-sized flowers of a delightful lavender-blue, strong and luminous. Having covered itself with blossoms and glory all summer, it continues to flower, less profusely but no less delightfully, all through the autumn, winter and early spring months. A peach, a jewel of a plant. Another most wonderful non-stop flower is *Scabiosa caucasica*, of which the best variety, surely, is "Clive Greaves." Its great, wide lavender-blue blossoms on their fine, long wiry stems are ideal as cut flowers, and although one sees them in every florist's window, and on every flower-boy's barrow, I, at any rate, have never grown tired of them. As a shrub for the rock garden, or for any other choice sunny spot in the garden, *Potentilla arbuscula* is a splendid thing. Neat in habit, growing up to a couple of feet or so tall, and 3 or 4 ft. across, it blossoms from early summer until deep into October, and it produces its flowers in astonishing profusion during all that long season—flowers like big, wide-open strawberry blossoms, of a delicious, soft buttery gold.



MIXED ANNUAL VERBENAS: EXCELLENT PLANTS FOR "ADDING LEGITIMATE COLOUR TO THE SUMMER SCENE IN THE GARDEN."

gardens must come as a rare and grateful solace to eyes wearied by endless bricks and mortar, concrete, tarmac, paving stones, and shop windows. How pleasant to turn for a restful change to the living, growing colour of flowers in settings of emerald lawn.

Even though the plants themselves have been massed, regimented and pushed around to such an extent that they have lost practically all semblance of grace and individual character, they still provide a quality of colour which can be produced by no other means.

The setting may be forced and formal, yet there is no escaping the fact that here are plants, and though sorely overcrowded, they have, at any rate, been given a fair deal in the matter of soil, so much so that they have the look of well-fed vegetation, which is always a pleasing sight to folk who really like plants—as plants. Quite often these pampered regiments of colour take so kindly to their treatment that they tend to break the ranks by unwanted vigour and growth, thereby upsetting the planned symmetry of the scene, but giving pleasure to those of us who like plants—as plants. This type of gardening, however, is seldom practised nowadays in private gardens. Few folk have the time, the labour or the necessary cash for such false ideals, and few wish to live with sheer clotted colour, non-stop from May till October. But all of us, I think, aim at a sufficiency of colour, a little more colour perhaps than our simple methods of amateur gardening usually produce. It is worth while, therefore, giving some thought to securing hardy plants which have naturally a long-flowering period.

growing kind, which just looked prim and silly, and made no sort of show in the borders.

But in planning the garden it is important to give thought to planting hardy plants, both shrubby and herbaceous, which naturally have outstandingly long flowering seasons. This is especially important in small and middle-sized gardens. Many of the modern roses are exceptionally



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"IT IS ASTONISHING HOW DIFFERENT AND HOW MUCH MORE BEAUTIFUL PELARGONIUMS CAN LOOK WHEN PLANTED ... TO RAMP UNFETTERED AS THEY WILL": THE ZONAL PELARGONIUM "VISCOUNT WEIR."

Photographs by J. E. Downward.

If you happen to be so fortunate as to live and garden on what I can only describe as a natural *Gentiana acaulis* soil, you may count on that peerless gentian behaving as a non-stop flowerer. Soils may be divided into two sorts: those, or rather that, in which *Gentiana acaulis* will flower, and those in which it won't. But what it is that makes a soil an *acaulis* soil I have no more idea than anyone else, though countless folk have propounded theories, without ever proving them satisfactorily. I am fortunate in living on an *acaulis* soil. Clumps of the plant flowered superbly last May to June, and have kept up a desultory running fire of the great sapphire trumpets ever since. Now, in late October, they are still hard at it.



# A FEATURE OF LONDON'S GREAT SHOW.



SHOWING JUSTICE WITH HER SWORD AND SCALES: ONE OF THE PANELS ON THE LORD MAYOR OF LONDON'S STATE COACH PAINTED BY THE FLORENTINE ARTIST, CIPRIANI.



ON ONE OF THE DOORS OF THE COACH: CIPRIANI'S PAINTING OF FAME PRESENTING A LORD MAYOR TO THE GENIUS OF THE CITY. THE SWORD, MACE AND CAP OF MAINTENANCE ARE ON THE TABLE ON THE LEFT.

NOVEMBER 9, 1957—THE ILLUSTRATED LONDON NEWS—797

## THE LORD MAYOR'S HISTORIC STATE COACH.



A DETAIL FROM ONE OF CIPRIANI'S PANELS: AN ALLEGORICAL COMPOSITION COMMEMORATING LONDON'S FIRST MAYOR, HENRY FITZAILWYN.



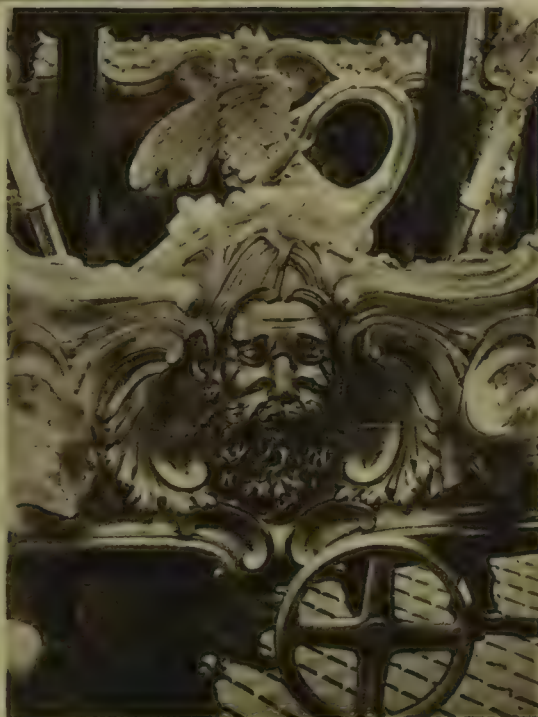
BUILT IN 1757 BY JOSEPH BERRY, OF THE FIRM OF BERRY AND BARKER OF HOLBORN: THE STATE COACH OF THE LORD MAYOR OF LONDON, STILL USED TO-DAY.



SUPPORTING THE COACHMAN'S SEAT AT THE FRONT OF THE LORD MAYOR'S COACH: ONE OF THE ORNATELY CARVED AND RICHLY GILT MARINE FIGURES.



RESEMBLING THE WHEELS OF AN ANCIENT TRIUMPHAL CHARIOT: ONE OF THE WHEELS OF THE LORD MAYOR'S COACH, WHICH ARE PAINTED SCARLET AND GOLD.



CARVING AT THE REAR OF THE COACH: BELOW IS THE WHEEL TURNED BY A MAN WALKING BEHIND TO APPLY THE BRAKES, FITTED A FEW YEARS AGO.

Lord Mayor's Day this year falls on a Saturday (to-day, November 9), and the main theme of the procession is to be Paper and Printing, for the new Lord Mayor, Sir Denis Truscott, is Chairman of one of the City's oldest printing firms. Each year the climax of this colourful show comes when the Lord Mayor, in his magnificent State coach, brings up the rear of the procession. The State coach was built in 1757 by Joseph Berry,

of the firm of Berry and Barker, of Holborn. It weighs 3½ tons, and the harness for each of the six brewer's horses which pull it weighs 106 lb. The paintings on the panels are attributed to the Florentine artist, Giovanni Battista Cipriani. The coach was completely restored and overhauled in 1953 in time for the Coronation, and to-day it looks as imposing and colourful as when Joseph Berry put the finishing touches to it 200 years ago.





## A PAGE FOR COLLECTORS.

By FRANK DAVIS.

### COACHING PRINTS.

example, Sherman, at "The Bull and Mouth" at St. Martin's-le-Grand, had underground stables for 400 horses, and several of the intermediate coaching stations scattered over the countryside were nearly as important; what is more, both horses and vehicles were kept in splendid condition. Quite clearly, there was an immense pride in the service as a service; de Quincey writes of "the absolute perfection of all the appointments about the carriages and the harness, their strength, their brilliant cleanliness, their beautiful simplicity—but, more than all, the royal magnificence of the horses."

upside down, and men rode as natur' intended they should, on pikes with coaches and smart, active cattle, and not by machinery, like bags of cotton and hardware; but coaches is done for ever, and a heavy blow it is. They was the pride of the country, there wasn't anything like them, as I've heard gemmen say from forrin parts, to be found nowhere, nor never will be again."

I WONDER whether young people nowadays read the "Pickwick Papers"? I rather suspect they do not, finding its humours rather naïve, its occasional sentimentalities mawkish and its characters unfashionably uncomplicated. If my suspicion is correct they will miss something of the particular charm of this book\* and of the exhibition of sixty-six coaching prints after James Pollard at Arthur Ackermann's. It is a remarkable collection which must have taken Mr. Selway many years to acquire, for it appears to contain all the recorded prints, and certainly each one is in as near mint condition as makes no matter. That is no small achievement, considering the prints were originally sold for about 7s. 6d. each, and were subject to the usual hazards from carelessness, fires, and the ministrations of nursery scissors-wielders. Mr. James Laver, who contributes the introduction to the book, reminds us of Hazlitt's enthusiasm. "The finest sight in the Metropolis," he declared, "is the setting off of the mail coaches from Piccadilly. The horses paw the ground and are impatient to be gone, as if conscious of the precious burden they convey. . . . Some persons think the sublimest object in nature is a ship launched on the bosom of the ocean; but give me for my private satisfaction the mail coaches that pour down Piccadilly of an evening, tear up the pavement, and devour the way before them to Land's End."

That's all very well, but the most vivid character of the stage-coach era is surely Mr. Weller, Snr. It is odd to realise that had Dickens been born ten years later we should have been denied the extraordinary vignettes of the open road and of its multitudinous characters which cram the pages of "Pickwick." Mr. Laver goes even further: "It is permissible to ask if the immortal Pickwick himself, not to mention the other characters of the budding novelist's fertile imagination, would ever have been given to the world if their creator had not been compelled by the nature of his business to travel by coach. The world would have missed something of the essential Dickens if railways had been invented a generation earlier." The great days of coaching lasted for a mere forty years from about 1800. Before then the roads were incredibly bad and progress slow. In 1678 it took three days to cover the 44 miles from Edinburgh to Glasgow; in 1742 the coach which left London for Oxford at 5 a.m. reached High Wycombe at 5 p.m., and the journey from London to York occupied six days.

Thanks partly to Macadam and partly to better coach-building, by the early 1830's one could reach Exeter (171 miles) and Manchester (187 miles) in a day. The organisation involved in a service which for a few brief years excited the wonder of the world was considerable. For

Steam destroyed it all, and destroyed it as surely as it destroyed sailing-ships on the high seas, leaving only memories of past glories and, as is inevitable in such transformations, forgetfulness of many tedious delays and discomforts. Perhaps the best epitaph is one quoted by Mr. Laver: "Them as 'ave seen coaches, afore rails came into fashion, 'ave seen something worth remembering; them was happy days for Old England, afore reform and rails turned everything

The prints themselves, and the illustrations in this volume, provide a varied and suitable comment on this nostalgic lamentation, and Mr. Selway puts us in his debt by giving us a brief account of the career of their author. James Pollard—who died in 1867 at the age of seventy-five—was the son of Robert Pollard, artist and print publisher. The latter's portrait in the National Portrait Gallery bears an inscription which reads: "Executed the drawing of the trial of Warren Hastings in Westminster Hall." The Pollard firm at Islington turned out a vast number of prints after various sporting painters (Sartorius, for example, and Samuel Alken) as well as by James himself. Later, after his marriage in 1825, James left the family business and no prints were published by R. Pollard and Sons after 1829. He now gave up water-colour and aquatint and worked in oils for various publishers. He was evidently fully employed until the end of the 1830's, but then his wife died and he seems to have lost interest. After 1840 only one print appeared, and that is Fig. 1, which is generally regarded as a tilt at his own poverty, for the man mopping his brow is thought to be intended as a self-portrait. I find this suggestion impossible, for the author has unearthed an excellent photograph of James at the age of seventy-three, which shows him slim and erect and with an excellent head of white hair, entirely different from the paunchy little bald head in the print.

All his prints, whether by or after, show him as a good topographical artist, accurate and conscientious, and extremely careful with details of equipment—the set of the harness, the decoration of the coach-work, etc. While he was at home on the racecourse, in the hunting field, and perhaps especially on the river (his fishing scenes always seem to me wonderfully good), these coaching views, which express so pleasantly what must have been the most lively and entertaining free public spectacle of day by day existence, bring vividly before us both the bustle and tumult of the road and the pride in horseflesh which would appear to have been engrained in all classes. Like his contemporaries, Herring and the rest, he had no notion what a horse did with his legs at the gallop—it is odd how the spread-eagle convention lasted in defiance of the evidence of

everyone's eyes; unlike some of them, he took great pains with the trees and fields of the countryside and was unusually good with his personages, and, indeed, with his compositions, not least when he was at his most formal as in Fig. 2. It is interesting to learn that many of his original paintings have not been traced. As his coaching subjects have long been favourites across the Atlantic, it seems probable that a considerable number, exported years ago, may yet be rediscovered.



FIG. 1. "THE DERBY DAY—TITS AND TRAMPERS": JAMES POLLARD'S LAST PUBLISHED PRINT—DATED 1842. (Engraved surface; 9½ by 14 ins.)



FIG. 2. "WEST COUNTRY MAILS AT THE GLOUCESTER COFFEE HOUSE, PICCADILLY": A SUPERB FORMAL PRINT BY JAMES POLLARD, PUBLISHED IN 1828. (Engraved surface; 20½ by 29½ ins.)

The two prints reproduced here are among sixty-six exceptionally fine coloured aquatints of Coaching Scenes after James Pollard in the collection of N. C. Selway, Esq., which have been on exhibition at Arthur Ackermann and Son Ltd., 3, Old Bond Street. These sixty-six prints are reproduced in colour in Mr. Selway's book, "The Regency Road," just published by Faber and Faber. "Tits" in the title of Fig. 1 is a slang expression for smart horses. Frank Davis writes about James Pollard and Mr. Selway's collection in his article this week.

\* "The Regency Road—The Coaching Prints of James Pollard," by N. C. Selway. With an Introduction by James Laver and 66 Plates in Colour. (Faber and Faber; 4 gns.)



# OLD MASTERS AT MANCHESTER: COMMEMORATING THE 1857 EXHIBITION.



"THE NATIVITY ACCORDING TO THE VISION OF ST. BRIDGET": RECENTLY ATTRIBUTED TO THE GERMAN ARTIST HANS RAPHON (c. 1460-1512). (Oil on panel; 57 by 26 ins.) (Lent by Sir Hugh Blackett, Bt.)



"CUPID AND PSYCHE": A LATE WORK BY SIR ANTHONY VAN DYCK (1599-1641) WHICH WAS IN THE MANCHESTER ART TREASURES EXHIBITION OF 1857. THIS PAINTING WAS IN THE COLLECTION OF CHARLES I. (Oil on canvas; 78 by 75 ins.) (Reproduced by Gracious Permission of H.M. the Queen.)



"ST. CATHERINE": ONE OF A PAIR BY JAN GOSSAERT, CALLED MABUSE (c. 1472-1536), WHICH HAVE NOT PREVIOUSLY BEEN EXHIBITED. (Oil on panel; 38½ by 16 ins.) (Lent by the Lady Hesketh.)



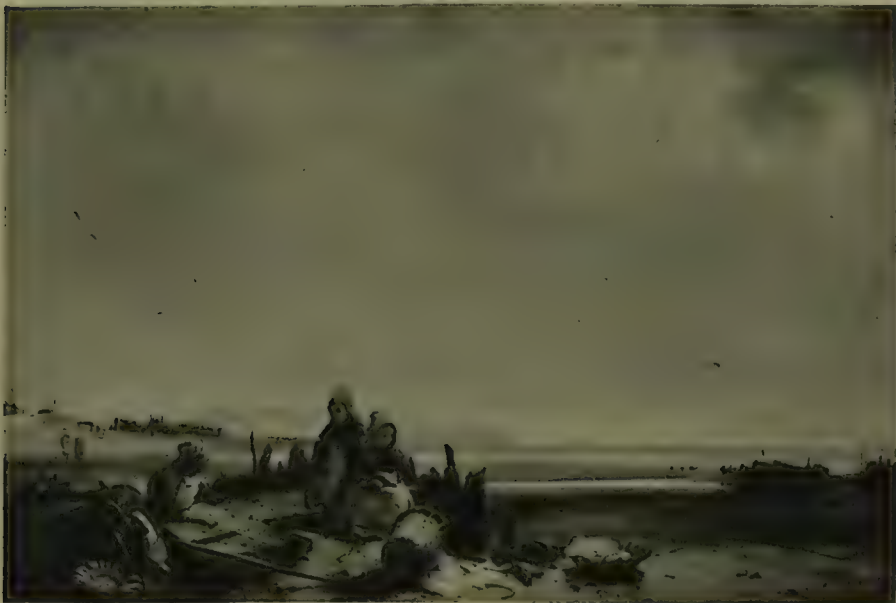
"THE LETTER READER": AN OUTSTANDING PAINTING BY GABRIEL METSU (1630-1667). (Oil on panel; 20½ by 16 ins.) (Lent by Sir Alfred Beit, Bt.)



"AUTUMN," BY FRANCOIS BOUCHER (1703-1770). THE ART TREASURES CENTENARY EXHIBITION OF "EUROPEAN OLD MASTERS" CONTINUES AT MANCHESTER'S CITY ART GALLERY UNTIL DECEMBER 31. (Oil on canvas; oval; 33 by 30½ ins.) (Lent from the Ivens Collection.)



"THE VIRGIN ADORING THE INFANT CHRIST," BY SANDRO BOTTICELLI (c. 1445-1510); SHOWN IN 1857. (Oil on canvas; 47 by 30½ ins.) (Lent by the Earl of Wemyss.)



"COAST SCENE IN NORMANDY," BY RICHARD PARKES BONINGTON (1802-1828). (Oil on canvas; 24½ by 38 ins.) (Lent by the Duke of Bedford.)



"THE DREAM OF THE DEACON JUSTINIAN: A MIRACLE OF SAINTS COSMAS AND DAMIAN," BY FRA ANGELICO (1387-1455). (Oil on panel; 7½ by 8½ ins.) (Lent by Capt. E. G. Spencer Churchill.)

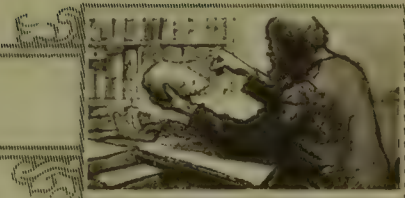
The Manchester Art Treasures Exhibition of 1857, which contained 16,000 objects of art, including 2000 paintings, may be regarded as "the outstanding British artistic occasion of the nineteenth century." Its centenary is being marked by the City of Manchester Art Gallery's Exhibition of "European Old Masters," which consists of some 250 paintings of the Italian, Flemish, French, German, Dutch, Spanish and British schools.

About a third of these were shown in the original 1857 Exhibition, and have been lent again to Manchester from public and private collections at home and overseas, while the remainder have been borrowed exclusively from British private collections. Though on a far smaller scale than its famous predecessor, the current exhibition at Manchester is rich in great pictures and provides a wide survey of many aspects of European painting.





## THE WORLD OF SCIENCE.



FOR the past ten years I have paid especial attention to the grey squirrel whenever occasion offered. During that time I have learned to admire the ease and grace of movement they display. There was one occasion when one of them travelled across the topmost twigs of a line of tall trees running parallel to the road I was taking. Touching only the slenderest twigs between leaps, it seemed almost to be flying, but the grace of movement was superb. I cannot remember having seen so superlative a display by a squirrel at any other time. Usually these small

### TALES OF TWO SQUIRRELS.

By MAURICE BURTON, D.Sc.

decorated with boughs and foliage, and including a nesting-box. Neither can see the other, but both are under our permanent observation from the house. Although no special attempt was made to tame it, the wild savage is now as fearless of us and as docile as its hand-tamed fellow. And, for the rest, there is nothing to choose between them in behaviour, which is the most interesting part of our experiment.

We now know, from constant observation of them, exactly how they spend the day, but to commit this to print is more difficult. The routine consists of feeding, repeated sessions for grooming, sleeping or basking in the sun according to the weather, a certain amount of apparently aimless movement along and up and down the branches, and, finally, periods of play or exercise. The question whether the activities during these periods is play or exercise, or a combination of the two, is a matter of opinion, but here it will be referred to as play.

The play periods are fairly constant as to the time of day they are carried out, and moderately regular as to duration; and they take two well-defined forms. There is play on the ground and play aloft, among the branches. Both are spectacular. Play on the ground consists of somersaulting and rolling, lying on the back and playing with the tail, leaping like an unwinding spring, from the prone position into the air, to land on all four feet, usually followed by a bucking jump, a quick dash round, another somersault, and so on.

Everything is carried out at lightning speed, so that it is necessary to watch repeatedly in order to see what is happening. Quite frequently a plaything is used, such as a long twig held horizontally in the fore-paws, and continuing to be so held even while somersaulting and rolling. At other times a fir-cone may be used.

The play aloft differs in pattern and in tempo. There is a certain amount of running along the branches and leaping from one branch to another. But on the whole the actions come within the realm of pure gymnastics. One common feature is that in which the squirrel hangs by two or four legs beneath a small branch, after which, with a quick swing, it circles up and over. Walking, sloth-like, upside-down beneath a branch is another, and this is usually followed by letting go with the fore-paws and hanging head-down by both hind-legs or one only. Sometimes while hanging by the two hind-legs, the squirrel will suddenly drop vertically, catching the next branch down with the hind-feet, to hang thus for a moment before letting go with one hind-paw, swinging for a second or so by the other and springing upwards again to land on top of the branch on all fours.

These are but a few samples of the total set of actions used, and, as I have said, they are carried out mainly at slow speed. The whole is usually rounded off, however, by a rapid display of the entire sequence at something like lightning speed.

These play activities, as has been said, are regular in time and duration, and they are regular also for pattern. They represent a daily rhythm. The actions are all calculated to fit the performer for rapid movement among the trees or along the ground, and many are clearly of value in an emergency, such as a foothold missed, a branch that snaps or a twig that sways too much. The pattern is the same in both squirrels although their histories are different, so that we may reasonably suppose it to be inherited as a whole. It may emerge in stages and the skill may be perfected by practice, but there can be little doubt that the young squirrel is born with the mechanism for that pattern complete.

In this connection it is of particular interest to compare the tricks performed by the hand-tamed squirrel while in his cage and the full pattern of his play as it has emerged in the large permanent home—too large to be called a cage—which is as near as we can make it to a natural habitat. If we think of the full pattern of play as the complete canvas, the tricks performed in the cage represented a small portion of that canvas cut out to fit the dimensions of the cage. This means that in spite of the limitations of the prison the natural pattern was still seeking to emerge.

There is no startling discovery in this, for it is in line with so much that is being found in the



EATING ONE OF THE SMALL QUANTITY OF NUTS OR ACORNS FROM WHICH IT DERIVES SUCH AMAZING ENERGY: A SQUIRREL HOLDING A NUT IN ITS MOUTH WITH ITS HAND-LIKE PAWS.

beasts, officially classified as vermin, are more concerned with giving us a wide berth than with displaying their charms. Typical of this was one we used to see regularly as we passed a certain spot in the woods. Always at this same point, we would hear the sound as of a rotten branch falling to the ground. On looking quickly round we would see a grey flash over the ground that disappeared down an old rabbit burrow.

Having now kept two grey squirrels under close observation for some months, I realise I had previously known almost nothing of their acrobatic and gymnastic abilities. The histories of the two are totally different. The first was bought. It had been hand-reared by its previous owner and was full of engaging tricks. When we first acquired it, the squirrel was given a larger cage pending the building of its permanent home. It continued to perform its tricks in the larger cage. Meanwhile, a group of small boys had brought to us a half-grown wild squirrel of the same species, with the request that we should mind it for a while. It was put in a cage the same size as that housing the first squirrel, and was so wild that whenever anyone went near its cage it scolded violently and ended every time by throwing itself towards that person with all four feet, armed with sharp claws, extended, only, of course, to land on the wire of the cage, a picture of outraged fury. The end was inevitable: the small boys left the animal on our hands.

Now, each squirrel is in its separate permanent home, 7 ft. high by 6 ft. square, a wire enclosure



DURING A TYPICAL PERIOD OF PLAY ON THE GROUND: THE SQUIRREL ROLLING ON ITS BACK AND USING TWO FIR-CONES AS PLAYTHINGS.

Photographs by Jane Burton.

modern studies of animals, that their lives are largely governed by an innate rhythm. For me, the surprise was to see so extensive a sequence of actions performed daily, and rehearsed almost as a musician practises. For both of them the practising has a utilitarian value, that of survival, and I venture to believe, also, that the musician is not alone in enjoying his practice. The other surprising thing for me was to see so much energy displayed in a squirrel that consumes no more than a small quantity of nuts and acorns a day. It is a testimonial to vegetarianism.



# SOME PERSONALITIES OF THE WEEK:



HALF A £1000 T.V. QUIZ PRIZE FOR A BOYS' CLUB: MR. GODFREY EVANS (RIGHT) AND MR. DAVID SHEPPARD.

Mr. Godfrey Evans, the England wicket-keeper, won £1000 on a commercial television quiz programme on October 31. He successfully answered questions on the assay mark and the legal minimum percentage of gold in various carat values. He gave half his winnings to the Rev. David Sheppard for the Islington Boys' Club.



A GREAT FILM PRODUCER DIES: MR. LOUIS B. MAYER.

Mr. Louis B. Mayer, who was of Russian Jewish extraction, and began life in his father's scrap metal firm, later became one of the world's most famous film producers. He was noted for the spectacular quality of his films.

Portrait by Karsh of Ottawa.



TO BE GOVERNOR OF JAMAICA: SIR KENNETH BLACKBURNE.

Sir Kenneth Blackburne, who has been Governor of the Leeward Islands since 1950, is to be Captain-General and Governor-in-Chief of Jamaica in succession to Sir Hugh Foot, whose appointment as Governor and C-in-C. of Cyprus was announced on October 22. Sir Kenneth, who was born in 1907 and educated at Marlborough and Clare College, Cambridge, was appointed to the Colonial Service in 1930.



EMERITUS PROFESSOR OF PHYSICS: THE LATE PROFESSOR FRANK HORTON.

Professor F. Horton, Emeritus Professor of Physics in the University of London, died on Oct. 31, aged seventy-nine. He was Dean of the Faculty of Science, University of London, 1930-34; Chairman of the Academic Council, 1935-39, and Vice-Chancellor from 1939 to 1945. He retired from his Chair in 1946 but remained a member of Court and Senate until 1951.



AWARDED THE NOBEL PRIZE FOR CHEMISTRY: SIR ALEXANDER TODD. Sir Alexander Todd, who has been Professor of Organic Chemistry at Cambridge since 1944, and is also Chairman of the Advisory Council on Scientific Policy, has been awarded the Nobel Prize for Chemistry, it was announced by the Swedish Royal Academy of Science on October 31. The award—some £14,000—is for his work on nucleotides and nucleotide enzymes.



A ROYAL SOCIETY ANTARCTIC APPOINTMENT: MR. J. MacDOWALL. Mr. Joseph MacDowall, a senior scientific officer at the Meteorological Office, London, who has led the meteorological and geomagnetic group at Halley Bay, in the Antarctic, since last November, has been appointed leader of the Royal Society International Geophysical Year Antarctic Expedition at Halley Bay from next January, it was announced on November 3.

# PEOPLE AND EVENTS IN THE PUBLIC EYE.



A 95TH BIRTHDAY: MR. EDEN PHILLPOTTS, WHO IS WRITING A NEW BOOK.

Eden Phillpotts, the well-known author and playwright, celebrated his ninety-fifth birthday on November 4. He is at present engaged in writing a new book called "There Was an Old Man," and a new play by him is shortly to be produced by the B.B.C. Besides successful novels and plays, he has written poetry and essays.

Portrait by Allan Chappelow.



A BRITISH WOMAN CLIMBER'S SUCCESSFUL ASCENT OF MT. ELBRUZ: MRS. J. DUNSHEATH (SECOND FROM LEFT) WITH RUSSIAN MOUNTAINEERS.

Mrs. Joyce Dunsheath, the 54-year-old British woman climber, accompanied by two Russian mountaineers, successfully scaled Mount Elbruz, the 18,525-ft. peak in the Caucasus which is the highest mountain in Europe, on October 6, and recently returned to Britain. She is believed to be the first non-Russian to climb Mount Elbruz since before the war. Last year, Mrs. Dunsheath led an expedition to the Himalayas. She was invited to climb in the Caucasus by a Soviet official who was negotiating with her husband in England last autumn.



RETIRED: SIR IVAN THOMPSON, COMMODORE OF THE CUNARD LINE.

Commodore Sir Ivan Thompson, of the Cunard Line, completed his last voyage as master of the *Queen Elizabeth* when the liner docked at Southampton on October 29. Sir Ivan, who had been Commodore, Cunard Steam Ship Co., since 1954, retired on Nov. 1, which was his sixty-third birthday.



A FIRST VISIT TO LONDON FOR NEARLY THIRTY YEARS: MR. C. B. DE MILLE.

Mr. Cecil B. de Mille, the distinguished Hollywood film director, arrived in London, on October 30, for his first visit for nearly thirty years, and for the London première during November of his latest film, "The Ten Commandments." Mr. de Mille arrived from Paris, where on October 28 he had been presented with the insignia of the Légion d'Honneur. He is now seventy-six and has made some seventy films, his latest being one of the most expensive of all time. It is reported to have cost over £5,000,000 and some 25,000 extras are included in the cast.



SERIOUSLY INJURED IN THE KNESSET: MR. M. SHAPIRO.

Mr. Moshe Shapiro, the Israeli Minister for Religious Affairs, was the most seriously hurt of the five Ministers who were injured when a hand-grenade was thrown in the Knesset (Parliament) in Jerusalem on Oct. 29. Mr. Shapiro, who is now out of danger, suffered arm and abdominal injuries. He was given first-aid in the Knesset before being rushed to hospital, where he underwent an operation.



ADMITTED TO THE COLLEGE OF PHYSICIANS: DR. R. BANNISTER.

Lieutenant Roger Bannister, R.A.M.C., the first man to run a four-minute mile, was admitted on Oct. 31 as a member of the Royal College of Physicians, London, having passed his final examination a few days previously. Dr. Bannister began his National Service last March, and is at present serving as a medical officer at the Queen Alexandra Hospital, Millbank, London.



# A RECORD ENTRY AT THE LADIES' KENNEL SHOW.

# "BEST IN THE SHOW"; AND OTHER WINNERS.



THE BEST SHIH TZU: MR. AND MRS. K. B. RAWLINGS' DOG YI TING MU OF ANTARCTICA, BORN IN 1953.



THE SUPREME AWARD FOR THE BEST DOG IN THE SHOW: MR. K. BOUNDEN RECEIVING THE TROPHY FROM THE COMTESSE LE CHANGY FOR HIS BEDLINGTON TERRIER CH. TOL-PEDN FAIRMAID.



THE BEST CHOW CHOW: MRS. M. REYNOLDS' DOG RICKY OF KAI OKA, BORN IN SEPTEMBER 1956.



THE BEST SALUKI: MISS G. BALLANTYNE'S BITCH BURYDOWN ELISHIBA, BORN JUNE 1954.



WINNER OF THE SUPREME AWARD: A BEDLINGTON TERRIER, CH. TOL-PEDN FAIRMAID, OWNED BY MR. K. BOUNDEN AND MR. C. ADAMSON

ON October 30 the Ladies' Kennel Association held their annual Championship Show. The show, which was at Olympia, had a total entry of 6299, made up of 3629 exhibits, and it was said to be the largest one-day dog show in the world. The supreme award for the best dog in the show was awarded to a three-year-old

[Continued below, left.]



BEST SCHIPPERKE IN THE SHOW: MRS. K. WILTON'S 11½-YEAR-OLD DOG OAKENALL VELOCETTE.



THE BEST BULL TERRIER: MISS V. DRUMMOND-DICK'S DOG ABRAXAS ACROPOLIS, BORN IN JUNE 1955.



THE BEST AIREDALE TERRIER: MR. G. JACKSON'S BITCH RIVERINA GALENA, BORN IN JULY 1955.



THE BEST MASTIFF: MRS. S. LLOYD-JONES' AND MRS. P. GREENWELL'S DOG BARON OF MOONSFIELD.

[Continued.]

Bedlington terrier, *Champion Tol-Pedn Fairmaid*, owned by Mr. C. Adamson and Mr. K. Bounden, of Exeter. The reserve best in show was awarded to an Afghan hound, *Champion Taj Akmed of Chaman*, a two-year-old dog owned by Mrs. Molly Sharpe, of Dumfries, Scotland. Altogether some ninety



THE BEST AFGHAN HOUND AND RESERVE BEST IN SHOW: MRS. M. SHARPE'S DOG CH. TAJ AKMED OF CHAMAN.



THE BEST BLOODHOUND: MR. F. AND MISS S. HYLDEN'S DOG CH. DOMINATOR OF BRIGHTON, BORN IN JANUARY 1955.

different breeds were exhibited. The largest number of entries, among the individual breeds, was for Miniature Poodles (145); they were followed by Alsations with 143 entries, and Golden Retrievers came third with 113. An eleven-and-a-half-year-old dog was judged the best Schipperke in the show.



## THE WALLABIES IN ENGLAND; GALE DAMAGE IN HERTS; AND OTHER NEWS.



**BEFORE THEIR TOUR: THE WALLABIES—THE AUSTRALIAN RUGBY FOOTBALL TOURING TEAM—PHOTOGRAPHED IN THE EASTBOURNE COLLEGE GROUND.**

The Australian Rugby football touring team were due to play the opening match of their tour—against Southern Counties at Brighton—on November 6. Our photograph shows: (l. to r.) back row: R. Harvey, J. Brown, K. Yanz, J. Phipps, W. Gunther, G. Vaughan, P. Fenwicke, R. Meadows, R. Phelps and D. Conner. Centre row: K. Ryan, N. Shehadie, S. Scotts, A. Cameron, D. Emanuel, J. Potts, J. Lenehan, N. Hughes, A. Miller and T. Curley. Front row: A. Symmons, D. Logan, K. Donald, G. Bailey, T. McClenaghan (team manager), R. Davidson (captain), C. Cowper (assistant team manager), E. Purkiss, S. White, A. Morton and O. Fox.



**HANDLING RADIOACTIVE MATERIALS: A DISPENSER AT THE NEWLY-OPENED AMERSHAM RADIO-CHEMICAL CENTRE WORKING REMOTE CONTROLS.**

On November 1 the Marquess of Salisbury opened a new extension to the Atomic Energy Authority's Radio-Chemical Centre at Amersham. The dispenser is here handling in safety isotopes which emit dangerous gamma rays.



**AT THE OFFICIAL OPENING OF THE NEW LONDON UNIVERSITY UNION: THE QUEEN MOTHER SPEAKING IN THE ASSEMBLY HALL.**

The new London University Union, other photographs of which appear elsewhere in this issue, was officially opened by the Queen Mother on Oct. 29. Although parts of the building have been in use for some time, others, including the Assembly Hall, illustrated above, have only just been completed.



**WHERE THE ALUMINIUM ROOFS OF SOME TWENTY-FOUR HOUSES WERE RIPPED OFF BY THE GALE EARLY ON NOVEMBER 4: A VIEW OF THE STORM WRECKAGE IN SHALLCROSS CRESCENT, HATFIELD NEW TOWN.**



**LIKE A NIGHTMARE STAGE DECOR: THE ALUMINIUM ROOFING OF A HATFIELD NEW TOWN HOME WRAPPED ROUND A TREE-TOP IN THE GARDEN.** The gales which struck Southern England on November 3 and the early hours of November 4 caused perhaps most damage at Hatfield New Town, where winds with an estimated speed of 93 m.p.h. ripped off the roofs of some twenty-four houses and severely damaged more than fifty. Many families were left homeless, and 200 men, women and children were evacuated in South End estate.



## AT THE BRUSSELS 1958 EXHIBITION.



AN ULTRA-MODERN BRITISH PUB AT THE BRUSSELS 1958 EXHIBITION: A MODEL OF "THE BRITANNIA," NOW BEING BUILT ON THE SITE FOR WHITBREAD AND CO.



LOOKING BACK AS WELL AS FORWARD: ONE OF THE ENTRANCES TO THE "FOLKLORE CENTRE" AT THE BRUSSELS EXHIBITION UNDER CONSTRUCTION.



THE SETTING OF VARIETY SHOWS AND CARNIVAL ENTERTAINMENTS: PART OF THE "FOLKLORE CENTRE"—A LITTLE BELGIAN TOWN—NEARING COMPLETION.

THE Brussels Universal and International Exhibition, 1958, is due to open on April 17. Exhibits staged by forty-seven different countries will fill the 500-acre site, on the northern outskirts of Brussels. While the majority of the displays will be ultra-modern in character there will be one exhibit at least which will look backwards rather than forwards. This is the large "Folklore Centre" which, in a setting of buildings reminiscent of a variety of periods, will recall the "Belle Epoque" of Belgium in 1900. Here for the course of the exhibition will reign singers, dancers, musicians, acrobats and a great variety of other performers to create an atmosphere of carnival for the entertainment of visitors to the Exhibition. Visitors to the British Section will be able to relax in extremely up-to-date surroundings when they visit "The Britannia," a public house being built by Whitbread's, whose beer is already well known in Belgium.

## THE NEW LONDON UNIVERSITY UNION.

THE new building of the University of London Union was officially opened by Queen Elizabeth the Queen Mother, Chancellor of the University, on October 29. Although parts of the building, which is at the northern end of Malet Street, have been in use for just over two years, work on the assembly hall, the swimming-pool and elsewhere has only just been completed. Besides the assembly hall and swimming-pool, there are also a large refectory, lounges, a library, reading rooms, a gymnasium and badminton court, and a theatre and music room in the new building. In her address at the opening ceremony, the Queen Mother mentioned the generous contribution towards the cost of the building which had been donated by Lord Nuffield. (Another photograph of this event appears elsewhere in this issue.)



AT THE NEW LONDON UNIVERSITY UNION BUILDING WHICH WAS OFFICIALLY OPENED BY THE QUEEN MOTHER ON OCT. 29: THE SWIMMING-POOL.



EQUIPPED WITH FOUR RADIOGRAM TURNTABLES WHICH CAN BE USED WITH EARPHONES OR LOUDSPEAKERS: THE FINE MUSIC ROOM AT THE NEW UNION.



A PART OF THE UNION WHICH HAS BEEN IN USE FOR SOME TIME: THE WELL-EQUIPPED GYMNASIUM, WHICH CAN BE USED FOR BADMINTON AND FENCING, OR AS A COFFEE BAR FOR AUDIENCES FROM THE ADJACENT THEATRE.





AT KITULGALA, IN CEYLON: NATIVE LABOUR AND ELEPHANTS AT WORK ON BUILDING THE BRIDGE MADE FOR THE FILMING OF "THE BRIDGE ON THE RIVER KWAI."



SPANNING THE KELLANI RIVER: THE BRIDGE, WHICH WAS CONSTRUCTED BY A BRITISH FIRM OF CONSULTING ENGINEERS, NEARING COMPLETION.



A TRIAL RUN OF THE TRAIN OVER THE COMPLETED BRIDGE BEFORE BOTH BRIDGE AND TRAIN WERE BLOWN UP AS THE CLIMAX OF THE FILM.

"The Bridge on the River Kwai"—the Columbia Pictures film written by Pierre Boulle and based on his novel of the same title—tells the epic story of the building by British prisoners of war of a bridge in the notorious Burma-Siam railway project. In 1956 the London firm of Husband and Co. was asked by Mr. Sam Spiegel, the producer, to design and construct the exceptionally large timber military railway bridge needed to make the film. A site on the Kellani River, in the mountains of Ceylon, was selected, and

## BUILT TO BE DESTROYED: THE BRIDGE OF "THE BRIDGE ON THE RIVER KWAI."



USING TIMBER FELLED IN THE IMMEDIATE VICINITY: THE CONSTRUCTION OF THE FIRST RIVER PIER OF THIS REMARKABLE MILITARY BRIDGE.



WITH LOCAL LABOUR REPLACING THE FILM'S BRITISH PRISONERS OF WAR: THE BUILDING OF ONE OF THE BRIDGE'S RIVER PIERS.

the whole of the bridge, for which an outline something similar to the Forth Bridge was adopted, was constructed from heavy timbers cut in the nearby jungle and dragged to the site by elephants. The site was 30 miles from the nearest railhead, from which the 1901 steam locomotive used in the final scene was dragged by elephants and tractors. On March 12, 1957, the bridge was successfully blown up, while the train was running over it, for the filming of the climax of "The Bridge on the River Kwai."



# THE WORLD OF THE THEATRE.

## TELLING THE TALE.

By J. C. TREWIN.

THIS week I had intended to write of "The Egg," the comedy by Felicien Marceau at the Saville Theatre. It was coming to us with its Paris laurels upon it, with Nigel Patrick in one of the longest parts an actor has had for years—he is hardly, if ever, off the stage—and with a clear suggestion that the toast of Paris must be the toast of London.

Alas for intentions and hopes! When, the première over, I sat down to write, I found that another dramatist was getting in the way, that an authoritative figure from Jacobean London was pushing the French visitor aside, and that, in the matter of eggs, I was remembering not Mr. Patrick's anxious explanation, but the cheerfully mad give-and-take between Subtle and the unbelieving Surly, no fellow to be taken in by a City cozeners:

SUBTLE: Why, what have you observ'd, sir, in our art, Seems so impossible?

SURLY: But your whole work, no more. That you should hatch gold in a furnace, sir, As they do eggs in Egypt!

SUBTLE: Sir, do you Believe that eggs are hatch'd so? . . .

Ben Jonson may appear more often than he used, but still we cannot afford to lose any chance of a revival. Bernard Hepton, who has just directed "The Alchemist" at the Birmingham Repertory, has done so on a revolving stage that whips round Subtle, Face, Dol Common, and the rest, faster—I imagine—than they have ever been whipped in their theatrical lives. And a good thing, too, though here again—as I said last week—there are listeners to complain about noise. For me it is always a joyous noise. Ben Jonson revelled in words, and in "The Alchemist" the words cascade and boil, gleam, smoke, bubble, and froth. Subtle is torrentially eloquent in the jargon, the gibberish, of the mock-chemist, and Sir Epicure Mammon is eloquent in the fashion of the other Ben who would suddenly snatch the quill and let words shine for their own dear sakes:

. . . Set all the eyes  
Of court a-fire, like a burning glass  
And work them into cinders, when the jewels  
Of twenty states adorn thee, and the light  
Strikes out the stars! that when  
thy name is mention'd,  
Queens may look pale; and we  
but shewing our love,  
Nero's Poppæa may be lost in  
story . . .

Everyone in "The Alchemist" can tell the tale. Subtle enjoys himself hugely:

Can you sublime and dulcify?  
calcine?  
Know you the sapor pontic?  
sapor stiptic?  
Or what is homogeneous, or  
heterogeneous?

To which Ananias murmurs that he understands "no heathen language," and Subtle rounds on him with:

Is Ars sacra,  
Or chrysopœia, or spagyrica,  
Or the pamphysic, or pan-  
archic knowledge,  
A heathen language?  
ANANIAS: Heathen Greek, I  
take it.

It is a rich experience to listen to Jonson, and to observe how he never lets the language get in the path of the plot: the convoluted plot—Coleridge called it one of the three best in literature—in which the dramatist, pulling half a dozen strings at once, keeps his people and his tale moving at rare speed, tangling them happily, but never unduly tangling the audience, or even—it seems—confusing himself. Maybe I do wrong to speak of puppets, for all these people, even when caricatured, are

vigorously alive. I am sorry that the little tobacconist, Abel Druggier, does not come off better at Birmingham. It is a small part, and maybe no one again will do with it what Garrick is said to have done; but I can remember, from a decade ago, the wondering eyes, as from a

new-washed morning of innocence, that shone in the face of Alec Guinness.

Still, the main characters appear most cheerfully: Subtle (Kenneth Mackintosh), with his prodigious gift of the gab; Face (Albert Finney), flicking from one costume to the next; Dol Common (Audrey Noble), stridently cheerful; and—though I want a more loving burnish—the voluptuary Epicure Mammon (Arthur Pentelow), sensually contemplative. Moreover, there is the angry young man, Kastril, "child of wrath and anger," as driven along by Geoffrey Taylor. If the play were modernised, Kastril would assuredly turn up as a dramatist. As it is, the company at Birmingham wears late eighteenth-century costume: an alteration that seems to me to be needless, even if the Old Vic, I remember, also post-dated its costuming, though not so far. We do want to see "The Alchemist" in the costume of Jonson's own day when people were familiar with the names of John Dee and Simon Forman, and when—in the very year of the play—some London citizens had left their houses empty for a time while they were in the country, as Lovewit was, away from the prevalent plague. But, for the sake of the piece and Jonson's delighted telling of the tale, we must not grumble too pedantically. I cannot remember, at this remove (and I admit it with shame) whether Sonia Fraser's Dame Pliant does speak those calendar-marking lines:

Truly, I shall never brook a Spaniard . . .  
Never since Eighty-eight could I abide them,  
And that was some three years before I was born,  
in truth.

I wish now—though I doubt whether the wish will be gratified—that someone would attempt again Jonson's immensely dignified Roman tragedy, "Sejanus—His Fall," which was a William Poel production in the spring of 1928, and which could very well stand resurrection.

It is time to get back to the telling of the tale in "The Egg." The scene is Paris, and the principal figure Emile (Nigel Patrick) is learning about life and the inexorable working of the "system." It takes him to a peculiarly sordid triumph at a murder trial—he is not in the dock—after two hours or so of a laborious comedy that, on the first night, seemed to have lasted much longer. Usually, Nigel Patrick, who acts Emile, can offer an air of the most agreeable sang-froid. He is an expert actor; but here he is miscast in a part that wants, it seems to me, an artist who can present a progressively knowing Abel Druggier. Mr. Patrick, failing to set the note at once—and I feel that the translation may hamper him—can merely seek to hold the audience by hard labour. It is like pushing a boulder up Snowdon. We feel for Mr. Patrick without ever taking to his character of the odd fellow launched upon a dire success-story.

The evening has one or two brisk moments. Thus Roger Furse's jigsaw set, in the lighting of Michael Northen, turns for one glance—I cannot say how—to a pleasant semblance of a Métro station; and at least one artist, Miriam Karlin as the obliging Rose, is recognisably human. But

the play is not my favourite form of comic invention, even though I am quite ready to believe that in Paris "L'Euf" had an airiness of treatment that "The Egg" signally lacks. There are ways of telling the tale.



"THE SCENE IS PARIS, AND THE PRINCIPAL FIGURE, EMILE, IS LEARNING ABOUT LIFE . . .": "THE EGG" (SAVILLE), SHOWING EMILE MAGIS (NIGEL PATRICK) WITH ROSE (MIRIAM KARLIN) IN A SCENE FROM FELICIE MARCEAU'S PLAY.

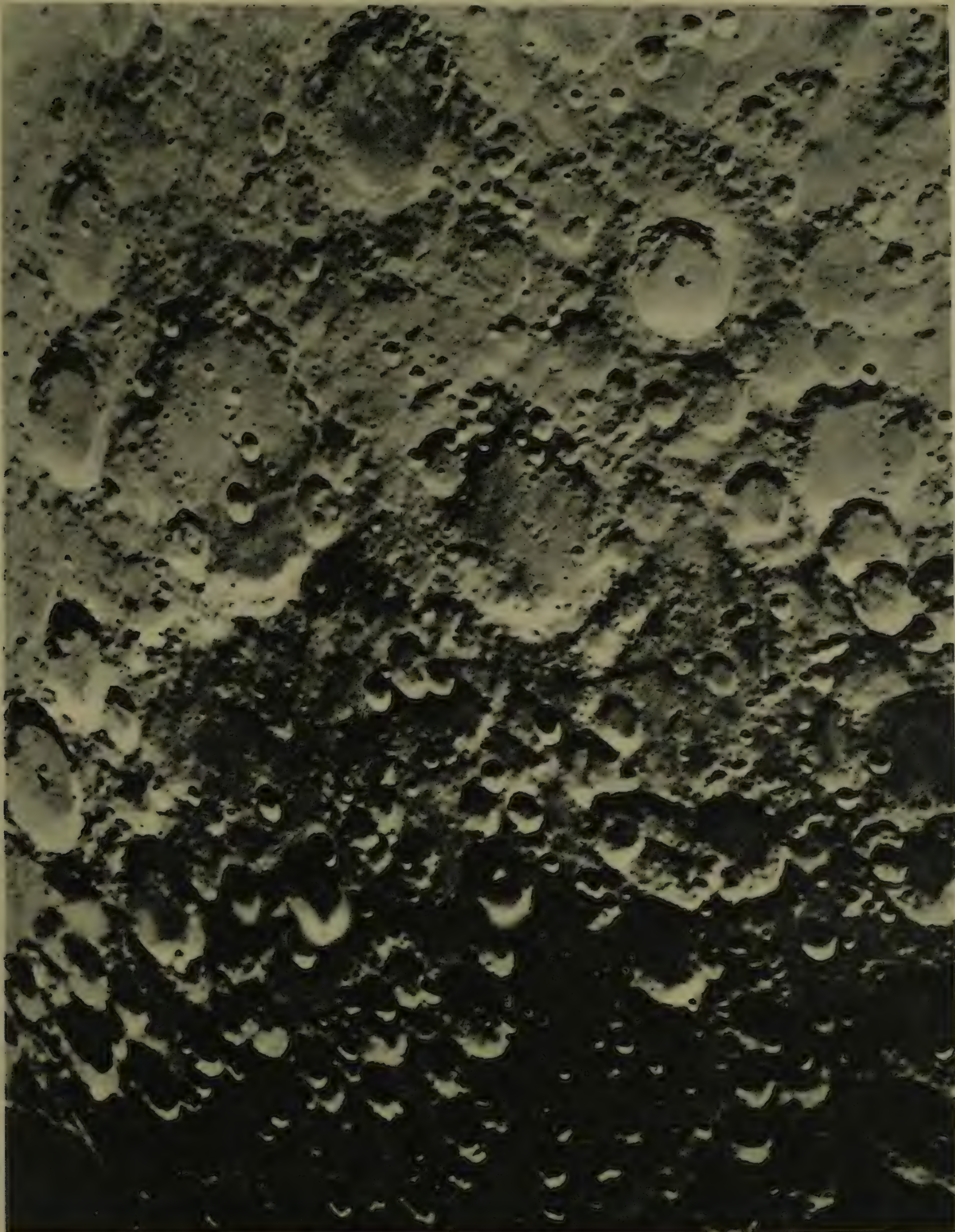


"WE FEEL FOR MR. PATRICK WITHOUT EVER TAKING TO HIS CHARACTER OF THE ODD FELLOW LAUNCHED UPON A DIRE SUCCESS-STORY": EMILE (NIGEL PATRICK) LISTENING TO THE COURT PROCEEDINGS DURING THE TRIAL OF HIS WIFE'S LOVER, FOLLEROY (NIGEL GREEN; LEFT).

### OUR CRITIC'S FIRST-NIGHT JOURNAL.

"THE QUEEN AND THE WELSHMAN" (Lyric, Hammersmith).—Rosemary Anne Sisson's romantic drama of the widow of Henry V, a play seen at the Edinburgh Festival. (November 7.)





THE EARTH'S OLDEST SATELLITE AS SEEN BY A NEW LONG-RANGE AMERICAN TELESCOPIC CAMERA FOR TRACKING MISSILES : THE SURFACE OF THE MOON—A STRIKING PHOTOGRAPH TAKEN WITH THE CAMERA ILLUSTRATED ON A FOLLOWING PAGE.

This photograph of a part of the moon's surface was taken with the new American telescopic camera for tracking missiles which has recently been brought into operation at the United States Air Force Missile Test Centre

at Cape Canaveral, Florida. The new camera, of which details were announced on October 27, is itself illustrated on another page. It is designed to provide a pictorial record of the early stages of the flight of missiles.



## NOTES FOR THE NOVEL-READER.

## THE CHOICE OF THE WEEK.

**H**ISTORICAL novels—when they deal with the process of events and not simply with other days—are entitled and perhaps morally bound to be rather cheerless. We know very well that history can't stand looking into. But some sections are worse than others; and some writers are less buoyant than others. "The Golden Virgin," by Henry Williamson (Macdonald; 16s.), covers a grim period of a long, meticulous and sad saga. Here Phillip Maddison comes of age. His tale was low-spirited from the first—before he was born; just as his parents were an unhappy couple while they were still courting. And for the same reason: they are under the nemesis of "love lost, and fouled" in the industrial grime. Richard, the displaced country boy, was marrying into outer darkness—into lifelong slavery at a desk and relegation to the "Londonised soil." Thwarted and insecure, he was bound to repress and torment his wife and children. And though "The Dark Lantern" had a nostalgic beauty of distance and the freshness of a début, it made young love remarkably dreary. After that there was a growth of dejection and decay of charm. Little Phillip was turned into a problem child at three—which seems a long time ago. Now he is the "wild boy" of a home where strain and dreariness are the settled thing; while "the age of factory and deflowerment" has exploded naturally into the First War. When we meet again, Phillip is on home service after Loos, and Richard has found meagre solace in an allotment. In their spare time, the young veterans racket around drinking and being sick; the lonely, frigid *père de famille* snuggles down to atrocity reports in the newspaper. With no idea that his enjoyment is sadism, and his hatred of the Germans hatred of his own life.

However, I mustn't exaggerate—as though all beauty had gone, or we were urged to abandon hope. The countryside still exists. The "wild boy" is still tender and aspiring. And on the battlefield there is romance, ordeal, regeneration. Phillip can't be happy away from it; he longs to understand its terrible beauty, and prove himself against it like "Spectre" West. And, indeed, in this volume, in the macabre "cakewalk" of the Somme, he begins to find himself. Properly, therefore, it should induce a mood of restrained, slightly depressed cheer. But family sagas have a tendency to depress, even when they are trying not to; this one, with its mournful display of the seamy side, the cache of nastiness in all manner of woodsheds, remains incurably sub-cheerful. It is also massive, rather heavily documentary, and very high-minded.

## OTHER FICTION.

"The Sword of Pleasure," by Peter Green (John Murray; 16s.), ought to be called the Memoirs of Sulla: a title which would be more in keeping. Most of us, I think, have all but forgotten Sulla; for my part, I didn't even know he was an enigma. So the interpretation was rather wasted on me. But it is vivid enough at the outset; the grandee of our school books reveals himself as the son of a ne'er-do-well and *déclassé*—a boy horribly disfigured, squalidly poor, and against everyone. But with an impassioned reverence for the good old days, in which his forbears were honourable, and the great were great and the poor quiet. Sulla is a cankered idealist. He wants power; he wants to restore Law and Justice. And he wants to avenge his boyhood. He gets the chance by intrigue and cruelty, and throws it away in disgust. At least that was my reading. The age is just as frightful as one supposed, and the Dictator less sympathetic than he should be. His campaigns and wives fill the background.

"The Three-Cornered Halo," by Christianna Brand (Michael Joseph; 13s. 6d.), exploits all the advantages of a Never-Never-Land. We are back on San Juan el Pirata—that debonair little Spanish Eden off the Italian coast, which lives by smuggling and has a full-blooded Renaissance despot as its Grand Duke. And where the long-dead, highly disagreeable Juanita spent her life on a table. The Juanese think she should be canonised. Indeed, from a variety of motives they are set on it. El Exaltida won't play. And thus we get an assassination plot, and a miracle in the cathedral—solved by Cousin Hat, Inspector Cockrill's maiden sister. Lavishly romantic, irresistibly entertaining. One may begin by deprecating it as a self-indulgent spree, but one can't keep out of it.

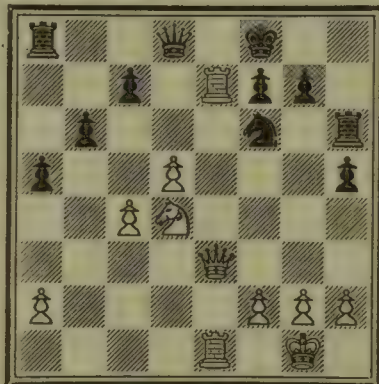
"Final Exposure," by Paul Mansfield (Collins; 10s. 6d.), introduces a new talent. On the West Indian island of San Rafael, the cold, lovely, odious Vanessa is giving a New Year party. She has asked Frank Keating, the photographer—who was engaged to her once, and has been threatening murder since she broke it off. She has a hold on the detestable Peter Lipton-Crumley, who is also invited. She has just refused, with contumely, to divorce her husband. And she has had the bright idea of a "power failure," in which Frank will sneak about taking infra-red photographs. Not unnaturally, she is dead when the lights go on again. . . . A good problem, people who are not sticks, and excellent dialogue, white and coloured.

## CHESS NOTES.

By BARUCH H. WOOD, M.Sc.

**I** FEEL a sense of personal loss at the news that Lord Dunsany, eighteenth Baron Plunkett, has died at the age of seventy-nine for, though I met this extraordinarily likable and colourful man but once, we have corresponded through the last two decades. He was president of the Irish Chess Union for a number of years and always had a warm corner for the game and—rather rarer—real skill in it.

It is barely a month since I last heard from him, and I cannot do better than quote his last letter for evidence of his acuity to the end. In my magazine for chess-players, I had published the following position, which occurred in the British Open Championship at Whitby:



Here White had pulled out a rather neat—on the face of it—combination: 1. Kt-K6ch, P×Kt (otherwise comes 2. Kt×Q); 2. Q×P, and now Black could see no answer to the threat of 3. Q-B7 mate except 2... Q×R, to which White replied 3. Q×Qch, winning easily.

"Could not Black have tried 2... Q-Kr...?" asked Lord Dunsany. If White replies 3. R×Q, there comes 3... R×R, and if White now moves his queen away from attack, he is mated by 4... R×R. On 3. Q-K5 could come 3... Q-Kt3.

A (very!) few other readers noticed this brilliant resource for Black. All this led to a keen re-scrutiny of the position, and it was found that White's initial sacrifice was indeed sound, though only through a fortuitous third move, 3. P-Q6, which—it is quite certain—neither of the players, contenders for a national title, saw during the game.

Several of Lord Dunsany's whimsical stories had a chess theme: his "Three Sailors' Gambit," staged in that dark, foreboding tavern at Over, comes immediately to mind. He touched on chess in a number of short poems. Within a few days of the death of Capablanca, he sent me this, which has remained a little-known piece, for it never appeared elsewhere, to my belief, than in *Chess*:

## EPITAPH ON CAPABLANCA.

NOW RESTS A MIND AS KEEN,  
A VISION BRIGHT AND CLEAR  
AS ANY THAT HAS BEEN,  
AND WHO IS IT LIES HERE?  
ONE THAT, ERSTWHILE, NO LESS  
THAN HINDENBURG COULD PLAN  
BUT PLAYED HIS GAME OF CHESS  
AND DID NO HARM TO MAN.

Many years ago, projecting the publication of a small book of verse of my own, I asked Lord Dunsany whether he would contribute a foreword. It came within a few days, saying kindlier things by far than the poems deserved, but the theme, being "Does not poetry blossom in some unexpected places?" rather than "What marvellous poems these are!", rather took me aback. Since then I have realised how kind he was to write anything at all about them. I doubt whether I shall ever publish them now—after some twenty years' polishing I am still thoroughly dissatisfied with them—but I preserve Lord Dunsany's preface among my most treasured possessions.

By a Dog," warns me, by inference, of my vulnerability. "Getting oneself owned by a dog is one of the simplest things in the world and, in fact, many people have become dog-owned just by catching the eye of a passing dog in the street."

Cocker spaniels, Mr. Tickner rightly concludes, are "Top Dogs" in point of popularity: "They are still very popular indeed, particularly with Cocker Spaniels, and can be found in all the sporting parts of Britain, not only wagging stumpily about, getting their back-hair full of brambles and burrs, but also sitting stumpily about on beds and chairs in all sorts of sporting and non-sporting flats and houses."

Mr. Tickner not only writes delightfully, but has illustrated his own book with pictures of every possible doggy type and situation. But you must get the book for yourself to savour its full charm.

E. D. O'BRIEN.

## BOOKS OF THE DAY.

## ON REPTON, ENGLISH ART, AND DOGS.

**I** IMAGINE that the average ex-public schoolboy, if asked about Repton, would, at a guess, have put it down as one of the group of public schools, a little lower than the angels of Eton, Harrow and Winchester, but crowned with the glory of the "Blüte-periode" of public schools associated with the nineteenth century and with the name of Dr. Arnold. This is true, in so far as Repton, the subject of the quatercentenary memorial book edited by Bernard Thomas and a committee of masters, "Repton 1557-1957" (Batsford; 25s.), was really refounded in its present form in 1854 by Steuart Adolphus Pears. It was due to another great Headmaster, Dr. Vaughan, who, having served under Arnold at Rugby, had gone to Harrow as Headmaster, that Pears became Headmaster of Repton. For Vaughan wrote privately to Earl Howe, who was then acting as a Governor of the School for the Marquis of Hastings (a minor), suggesting Pears for the post made vacant by Peile's resignation.

I cannot tell you, my dear Lord, how great and earnestly I trust that this great opportunity (for such I must regard it) for the revival of Repton School may not be lost to it. Some men have a genius for the office which raises them at once to a rank far above men of three times their University Distinction. Mr. Pears has indeed proved himself to be one of these born Schoolmasters. With a most refined and cultivated mind, remarkable skill as a composer and preacher, and true originality, he combines wonderful power as the manager of boys. His form here is governed almost entirely without the need of punishment and is yet in perfect order. And every boy feels that his skill in imparting knowledge is such that his Form is the most interesting and attentive in the School. He has lately succeeded to one of the large Boarding Houses in which the same power of influencing and governing is already manifesting itself decisively. I need not add that he has the basis of all other qualifications in a truly Christian piety.

But if Pears turned Repton into a modern public school of the period, it is important to remember the three previous centuries in the history of the school and the quite remarkable academic distinctions won by those scholars of an earlier day. It will be a sad day when (or if) economic circumstances or the grubby forces of political envy destroy or materially alter the character of the great public schools, and in this book the reader will find many good reasons why.

Two admirable additions to the series of eleven projected volumes in the Oxford History of English Art are "English Art 1216-1307," by Peter Brieger (Oxford University Press; 50s.), and "English Art 1625-1714," by Margaret Whinney and Oliver Millar (Oxford University Press; 50s.).

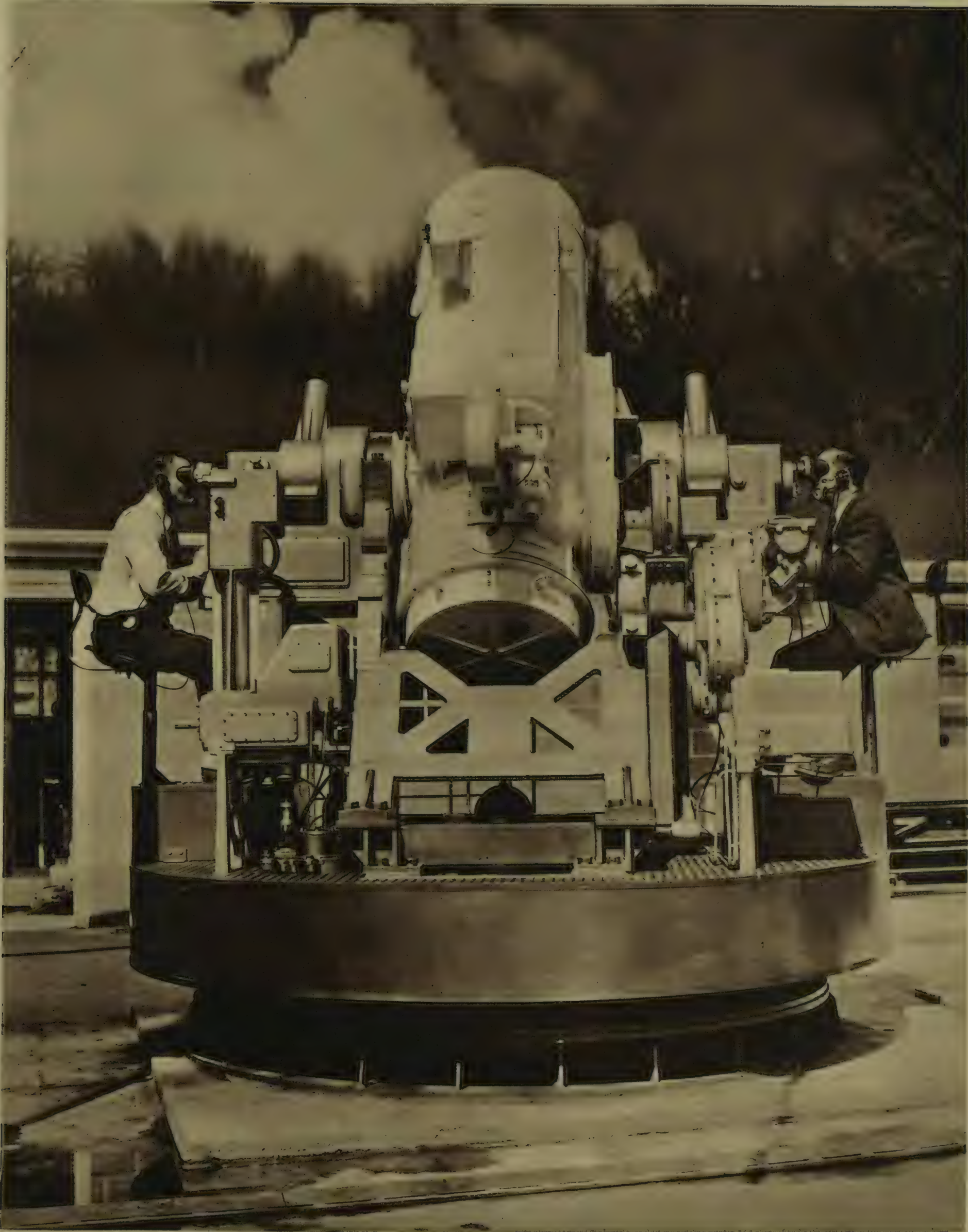
Professor Brieger is the head of the Department of Art and Archaeology at the University of Toronto, and brings a transatlantic freshness of view to a period which saw perhaps the peak of English mediæval art and architecture. During that period, under the leadership of the secular clergy, English Gothic reached its finest achievement, and Professor Brieger does full justice to this wonderful period. Though perhaps one might be forgiven for finding the chapter on the castles during the reign of Henry III a little inadequate (for the feudal castle, like the cathedral and the parish church, was never more attractive or effective), nevertheless, the book deals in a most satisfying manner with a fascinating period in English history.

Edward Pierce's admirable bust of Sir Christopher Wren, which is now in the Ashmolean Museum at Oxford, forms a fitting frontispiece to the later volume. While the great age of English Palladian falls slightly later, some of the loveliest buildings and most delicately civilised works of art come in the period covered by this volume, and the authors have done full justice to them.

To travel from the historically sublime to the charmingly ridiculous takes me to "Tickner's Dog Licence," by John Tickner (Putnam and Co.; 10s. 6d.). Readers of this column will remember with what joy I greeted "Tickner's Light Horse," one of the most delightful books on man and his connection with horses I have ever read.

His new book, as its title suggests, is about dogs and equally delightful. In fact, I find it thoroughly subversive. For the first time for twenty-five years I do not possess a spaniel or a dog of any sort. Mr. Tickner, in the chapter entitled "Being Bought





FOR TRACKING AMERICAN MISSILES IN THE EARLY STAGES OF FLIGHT: A POWERFUL NEW TELESCOPIC CAMERA IN FLORIDA.

A powerful new telescopic camera designed to track American missiles during the first 100 miles of flight has been brought into operation at the Air Force Missile Test Center at Cape Canaveral, Florida. Details of the new instrument were made known by the United States Air Research and Development Command and the manufacturers (the Perkin-Elmer Corporation of Norwalk, Connecticut) on October 27. The telescopic camera is specially designed to make a pictorial record of the critical early stages of the flight of missiles

when they are receiving maximum propulsion and guidance, and thus to assist in the investigation following unsatisfactory flights. The new device embodies a 70-mm. ciné camera capable of taking 60 photographs a second and mounted behind an 8-ft.-long telescope. Viewed through the telescope, the moon appears as it would at a distance of 250 miles. Among the long-range missiles on which the camera will be used are the *Atlas*, which has a range of 5500 miles, and the *Thor*, which has a range of 1500 miles.



## THE WORLD OF MOTORING.

### CAR OF THE MONTH—THE TRIUMPH TR3 SPORTS TWO-SEATER.

By LIEUT.-COLONEL A. G. DOUGLAS CLEASE, B.Sc., A.M.I.MECH.E.

IT is, of course, to the younger generation that the Triumph TR3 especially appeals. At the same time there will be amongst their seniors many whose past motoring experience has included the enjoyment of handling fast open sports cars. There will, however, be comparatively few, young or old, who have yet gained any experience of a car fitted with disc brakes.

The TR3 has Girling disc brakes for the front wheels and 10-in.-diameter drum brakes at the rear, both hydraulically operated of course. The combination proved completely reliable and smooth in action at all rates of travel, whether the car was traversing the traffic of London or Paris or showing its best paces on long Continental straights.

In all some 1000 miles were covered and not once was there even a suspicion of fading, although long hills, on which normally use would be made of the indirect gears to save the brakes, were deliberately descended in overdrive top, relying on the brakes only. This ill-usage naturally raised the temperature of the brakes considerably, but had no perceptible effect upon their efficiency.

Moreover, except when extremely rapid deceleration is required, the pedal pressure necessary is by no means high. Indeed, when driving in traffic it is desirable to remember that a following car will probably not have a comparable braking capacity, and to use only a light pedal pressure.

With such smooth and efficient brakes the enjoyment of the car's speed capabilities is greatly enhanced, of course. With 100 b.h.p. available from the 1991-c.c. engine to propel a car with a small frontal area and a laden weight of little more than one ton, one can expect quite startling acceleration and high maximum speeds.

From rest it is possible to attain speeds of 30 m.p.h. in 4.7 secs., 60 m.p.h. in 11.5 secs., and 90 m.p.h. in 28.5 secs. As to maximum speed the direct top gear of 3.7 to 1 will take the car up to practically 100 m.p.h. and the overdrive ratio of 3.03 to 1 will take it into the 100-110 m.p.h. range. Naturally conditions suitable for obtaining maximum performance are comparatively rare and it is rather the little car's capacity for rapid acceleration and really high-speed cruising that make it so attractive.

With the Laycock overdrive there is a choice of seven gear ratios, for it is operative on second, third and top. The first gear ratio is 12.5 to 1, normal second 7.4 to 1, overdrive second 6.07 to 1, normal third 4.9 to 1, overdrive third 4.02 to 1, direct top 3.7 to 1 and overdrive top 3.03 to 1. These ratios appear high, but the power-weight ratio is such that one need not be constantly changing gear.

Indeed, the engine is very flexible and will run quite smoothly at 20 m.p.h. on direct top, the engine then turning over at some 1000 r.p.m. On the overdrive top, 1000 r.p.m. of the engine gives a road speed of nearly 25 m.p.h., so that a cruising speed of 75 m.p.h. entails a mere 3000 r.p.m. from an engine capable of 5000 revolutions per minute.

However, gear-changing by means of the short, stubby central gear-lever is such as will delight the enthusiast. The overdrive is flicked in or out, quietly and without shock, by a touch of the driver's right hand on the switch on the fascia, close to the rim of the 17-in.-diameter spring-spoked steering-wheel. The large dials of the revolution counter and speedometer are immediately in front of the driver, with fuel gauge, oil pressure, ammeter and thermometer dials centrally grouped.

With such performance available road holding must be beyond reproach and the suspension is, therefore, definitely on the firm side. At the same time it is not uncomfortable, but one does not expect from a fast sports car costing £1021 7s., including purchase tax, the same luxurious ride as from a saloon costing, say, three times as much.

The steering is well suited to the general character of the car. It is fairly high geared, from lock to lock taking two-and-a-third turns of the wheel, and the car can be placed to a nicety and held on the desired course accurately. It has appreciable understeer, but no more than most drivers will consider desirable. The driving position is well arranged, with pendant pedals, a fly-off handbrake-lever, and subsidiary controls and switches conveniently placed in the central panel of the fascia. A lockable compartment in the end of the fascia opposite the passenger's seat is useful for such items as touring documents and camera. Useful pockets for maps and gloves are formed in the doors.

For an open two-seater the car is by no means mechanically noisy, although with hood and side screens in use there is naturally appreciable wind noise at high speeds. At certain throttle openings, too, when accelerating from rest, there is a crisp but not unpleasant exhaust note, but this never becomes obtrusive in normal fast cruising.

The TR3 is, of course, a small car as its wheelbase is only 7 ft. 4 ins., and it is essentially a two-seater although an occasional seat to accommodate a child can be fitted as an optional extra. The seats are of bucket type and fit closely round the backs of the occupants so as to position them securely, an

important detail for a sports car. Both seats are easily adjustable, and access to them is reasonably good if the seats are moved back so as to allow full use to be made of the door openings, so that one's feet can be swung in.

The back of the passenger's seat folds forwards to allow luggage to be loaded into the space behind the seats, and in addition there is room in the tail locker for one really large suitcase or two smaller ones, with space for soft bags at the sides. The spare wheel has its own compartment beneath the tail locker.

In bad weather good protection is afforded by the hood and rigid-framed side-screens, which have sliding panels. A scuttle ventilator is also fitted and a heater is an optional extra. The single-panel windscreen is of Triplex laminated glass.

There are several eminently practical features, such as the large quick-release filler cap for the 12-gallon petrol tank. The filler cap is centrally placed on the top of the rear panel and is therefore readily accessible from either side, while its size allows rapid filling without fear of blow-back. As the overall fuel consumption over the 1000 miles proved to be 30 m.p.g., rather less when the temptation to use the gears and maintain a high average speed was not resisted, rather more while maintaining the very moderate cruising speed of 60 m.p.h., the car can cover between 300 and 400 miles without having to stop for replenishment.

The bonnet is secured by a lock at each front corner, and in addition there is a central safety catch. Only the most careless of drivers could conceivably have trouble with the bonnet lifting under wind pressure. A stay is provided to hold the bonnet open while engine adjustments are carried out, and the accessibility of under-bonnet components is a good point. The battery is easy of access for inspection and topping up.

Altogether the Triumph TR3 is not only a very speedy, easily manoeuvrable, and most likable small sports two-seater, but it is ideal for Continental touring and allows long distances to be covered smoothly, safely and with a swiftness that proves surprising at the end of a day's run.

#### MOTORING NOTES.

For the annual London to Brighton run held by the Royal Automobile Club on Sunday last, November 3, to celebrate the "freedom of the roads" won by motorists in 1896 a record entry of 236 veteran cars was received. This year the oldest car ever to compete in the run had been entered by the South Kensington Science Museum. This is an 1888 Benz, a single-cylinder three-wheeler developed from the first vehicle made by Karl Benz and the first commercially-marketed vehicle in the world to run on benzine.

The international racing calendar has been under consideration by the Fédération Internationale Automobile and the three main international events in Britain during 1958 will be the R.A.C. British Grand Prix on July 19, the R.A.C. Tourist Trophy on September 13, and the R.A.C. International Rally from March 11 to 15. Other international racing dates assigned to Britain are April 7, Goodwood; April 19, Aintree; May 4, Silverstone; August 30, Brands Hatch (provisional); and September 20, Oulton Park.

The 1957 Motor Show at Earls Court which closed on November 26, opened in good auspices, for Mr. A. S. Dick, President of the Society of Motor Manufacturers and Traders and Managing Director of the Standard Motor Co. Ltd., stated that the car industry has recovered its position from Western Germany as leader in the imported automobile market in the U.S.A., now its principal buyer. It has also regained its status as the world's largest car exporter, for although Western Germany had a lead of 32,000 in the period January to April this year, in the period May to August British car exports gained a lead of 2000. The attendance during the 10 days of the show totalled 483,427.

Car-sleeper services between London and Edinburgh, Perth, Aberdeen and Inverness are being maintained by British Railways throughout the winter months except on Saturdays. Departure times are 10.15 p.m. for Aberdeen, and 11.20 p.m. for Edinburgh, Perth and Inverness.

New winter rates for Silver City cross-Channel air ferry services were introduced on October 1 and show appreciable reductions on the summer rates.

At the Institution of Civil Engineers, Great George Street, London, a conference on "The Highway Needs of Great Britain" will be held from November 13-15. It is to be opened by the Minister of Transport and will be attended by delegates from county and urban authorities.



A CAR WITH "QUITE STARTLING ACCELERATION AND HIGH MAXIMUM SPEEDS": THE TRIUMPH TR3, FITTED WITH FRONT-WHEEL DISC BRAKES AND OVERDRIVE, WHICH IS DISCUSSED BY COLONEL CLEASE IN THIS MONTH'S ARTICLE. ILLUSTRATED ABOVE IS THE HARD-TOP VERSION OF THE TR3.





## Britain leads the World

# The start of a new era— nuclear power for the nation

Britain leads the world in the application of nuclear power to electricity generation. The material progress of every industrial nation is always accompanied by a proportionate increase in the demand for electricity. The vigorous development of this new source of power is vital to safeguard our full employment and future prosperity. The

demand for electricity in Britain doubles every ten years. The Central Electricity Authority have already met the doubled demand since 1st April, 1948, and have made provision for a similar expansion in the next decade.

To safeguard and expand Britain's prosperity, millions of pounds will be spent on

the electricity supply industry in the next decade. This includes plans to build and bring into operation enough nuclear power stations to provide from 5 to 6 million kilowatts of generating capacity. Construction of nuclear power stations is an important part of the overall plan for meeting the ever-growing demand for electricity.

To bring the increasing supply of electricity to consumers, and to make the supply available to those who are waiting to receive it, millions of pounds will be expended on new main transmission lines—the 132,000 and 275,000 volt Grid and Supergrid—and on distribution.

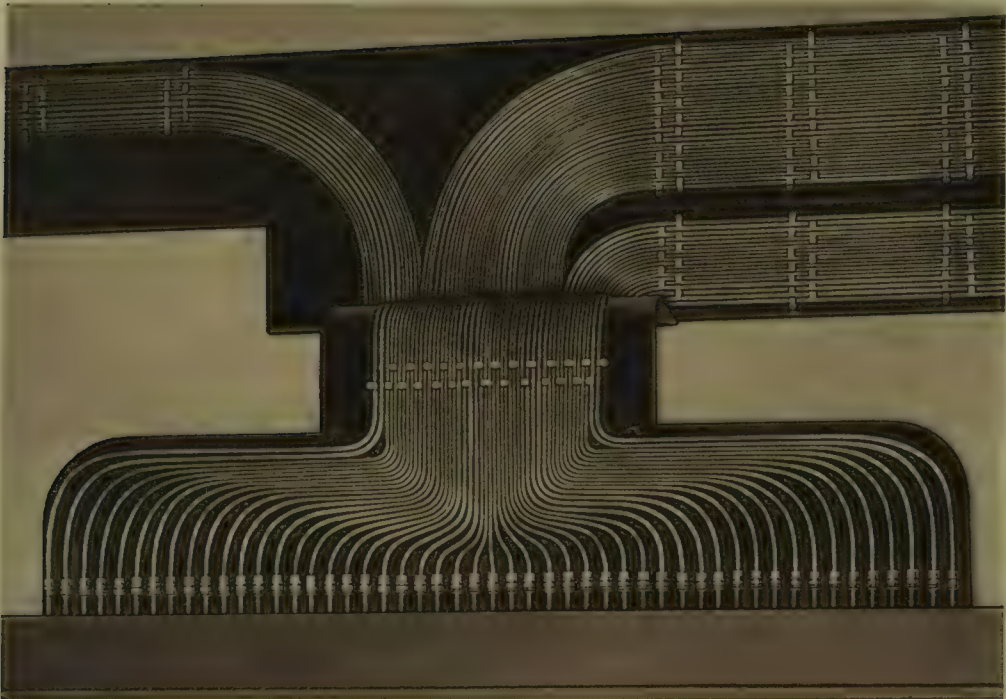
Without this vast electrical development—the new power stations and the new transmission Grids—Britain's prosperity could not be maintained and expanded.

This series of advertisements is being published so that everyone will understand the nation's electric power programme and why it is necessary to have not only electric power stations but also pylons to carry the power where it is needed.



The pylons of Britain bring power to industry. They help to ensure that the factories are kept running and that shops will continue to be filled with good things.





Photograph by courtesy of  
Messrs. Hawker Aircraft (Blackpool) Ltd

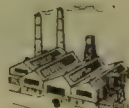
Write for full details and 'Technical Data L 39'

**Pyrotenax**  
COPPER COVERED MI CABLES  
PERFECTED BY EXPERIENCE

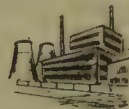
NON FIRE-CAUSING • HEAT RESISTING • NON-AGEING  
MOISTURE PROOF • SAFE AGAINST OVERLOAD  
RESISTANCE TO MECHANICAL MALTREATMENT  
RUST-PROOF • RESISTANCE TO NOISE TRANSMISSION

The use of the trade name "Pyrotenax" is exclusive to the products of this company and its associates.

**PYROTENAX LIMITED**  
HEBBURN-ON-TYNE • Telephone: Hebburn 32244/7

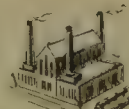


FACTORIES and Works  
Laundries, Breweries.



ATOMIC PILE installations  
and Research Establishments.

**A sound mechanical job,  
good to look at, a  
'Pyrotenax' installation  
costs less to install and  
is virtually everlasting**



ELECTRIC POWER STATIONS  
Oil Pumping and Storage  
Installations.



CATHEDRALS,  
CHURCHES,  
Galleries and Museums.



OIL TANKERS,  
Passenger and Cargo  
Ships and Warships.



GD 39 LONDON: Abbey 1654/5 • BIRMINGHAM: Midland 1265 • MANCHESTER: Blackfriars 6946 • LEEDS: Leeds 27826 • GLASGOW: City 3641/2 • CARDIFF: Cardiff 23689



Photograph by courtesy of The Automatic Telephone Co. Ltd., Liverpool.

## FLOOR SCRUBBING THE MODERN WAY

A Fraser Tuson 'Vulture' Scrubber/Polisher being used in its scrubbing role in conjunction with the 'Dipper' Suction Drier, which removes all dirty water at once, leaving the floor perfectly clean, dry and ready for immediate use.

Designed and Manufactured by

**Cimex-Fraser Tuson Ltd.**

18/24 CRAY AVENUE • ORPINGTON • KENT

**A caravan you don't have to tow!**



Designed as a single unit, this new Martin Walter conversion of the Bedford 10/12 cwt. van gives you all the freedom of a caravan—with none of the bugbears of towing. Touring seats accommodate six, and there are all the main facilities, including beds, cooker, water supply, wardrobe, cupboard and lockers.

*The NEW* PRICE **£725** No P.T.

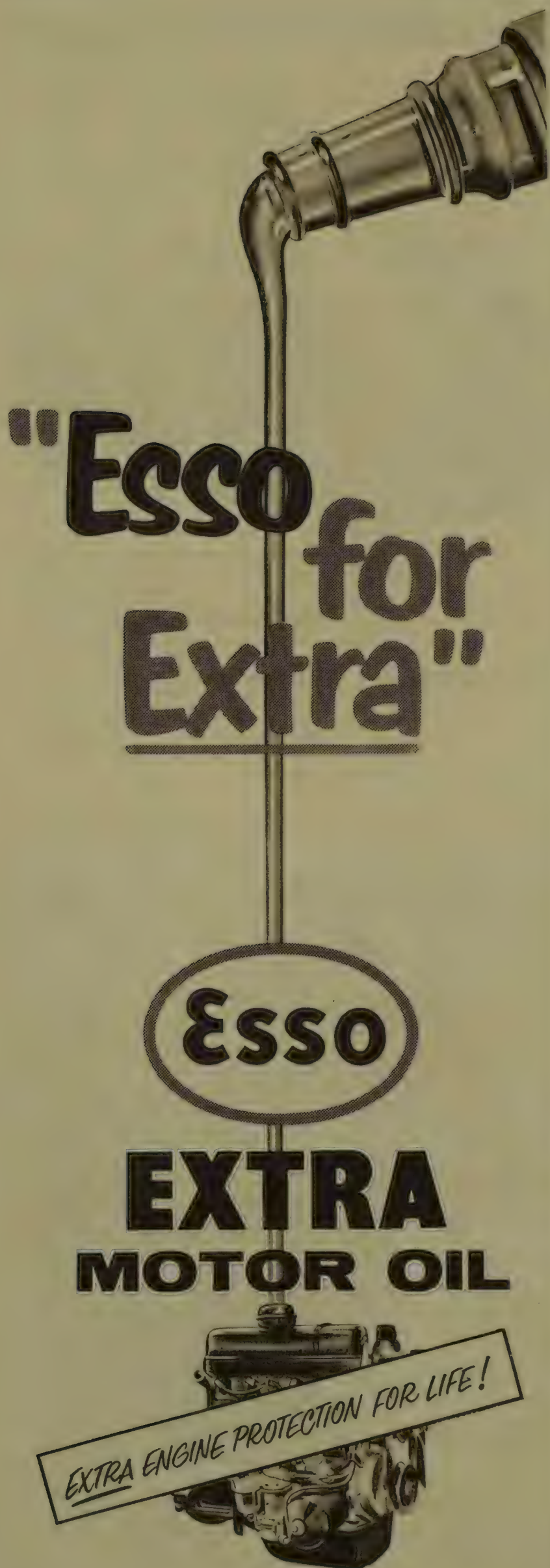
## BEDFORD DORMOBILE CARAVAN

**Martin Walter Ltd**  
Pioneers of the all-purpose vehicle.

Details from Bedford Dealers or from the designers,

UTILECON WORKS, FOLKESTONE  
Dept. I.L.N.  
Phone: Folkestone 51844 Established 1773





*See both sides  
of the world*



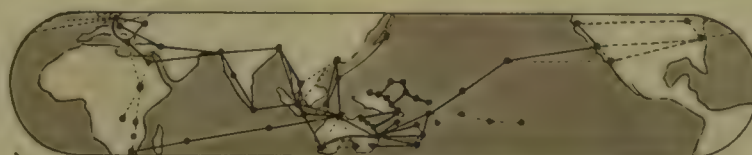
*with*

**QANTAS**

Next time you cover half the world on a flight to Australia or New Zealand—take in the other half on your way home!

Fly First Class or Tourist; East from London to Sydney and Auckland (by T.E.A.L.) along the famous Kangaroo Route—come homewards across the Pacific via Fiji and Honolulu to San Francisco or Vancouver; then to New York or Montreal and on to London by B.O.A.C. Stop off en route if you wish—no extra fare—or fly direct, Eastward in 2½ days; home via North America in 3½ days! See *both* sides of the world. Costlier? Only a few pounds in it. Useful? You've probably contacts in U.S.A. or Canada to make or renew. Pleasurable? Our passengers say so, emphatically!

**QANTAS IS AUSTRALIAN FOR COMFORT**



**AUSTRALIA'S OVERSEAS AIRLINE**

with B.O.A.C., B.E.A., T.E.A.L. and S.A.A.

Qantas Super G Constellations also fly from Australia to South Africa, Japan and Hong Kong. Qantas too, links New Guinea and Pacific Islands.

Tickets and Information from appointed Travel Agents or Qantas, Corner of Piccadilly and Old Bond Street, London, W.1. (Tel. Mayfair 9200) or any office of B.O.A.C.

Recommended by leading motor manufacturers



# FLY WEST COAST TO South Africa



BY  
DC-7B

## EVERY SUNDAY

LONDON-JOHANNESBURG  
IN LESS THAN A DAY

One stop only en route.

## EVERY THURSDAY

LONDON-JOHANNESBURG via  
AMSTERDAM-KANO-LEOPOLDVILLE

Facilities for stop over at inter-  
mediate points.

In addition three services per  
week via Rome and Nairobi.



# SOUTH AFRICAN AIRWAYS

(in association with B.O.A.C. and C.A.A.)



Full particulars from your Travel Agent, B.O.A.C., C.A.A. or South  
African Airways, South Africa House, Trafalgar Square, London, W.C.2.  
Telephone: WHItchall 4488. For reservations 'phone VICtoria 2323.

# A SODASTREAM Popular

will be  
the life of  
your cocktail party



Gin and Tonic—Scotch and Soda—Orange Squash—Solsy  
Cola—all the demands of your guests met with quickly and  
cheerfully when you have a Sodastream Popular at the centre  
of activities. This remarkable little machine provides you  
with soda and tonic water and a variety of eight other soft  
drinks without trouble and at extremely low cost.

# THE SODASTREAM Popular MODEL

TWELVE GUINEAS ONLY

Rental or extended credit terms arranged. We will post a  
Sodastream Popular to any address in the world. (Subject to  
import licence regulations.)

Write for full particulars of this and other models.

SODASTREAM LIMITED (WA 8), 22 OVAL ROAD, LONDON, N.W.1. GULLiver 4421

# Winter Sports EXPRESS



A Winter Sports Express leaves London,  
Victoria Station, every day at 12.30 p.m.  
via Folkestone—Calais short sea route.

You get to the French and Swiss  
resorts next morning and to the chief  
Austrian centres in the early afternoon.

There are through registration  
facilities for almost unlimited  
baggage and you can book Sleepers  
and Couchettes in advance.

- Special concessions  
for parties

Travel the reliable way to  
your Winter Sports—



Information about services and fares from  
principal Travel Agencies, Continental  
Enquiry Office, Victoria Station, London,  
S.W.1, or British Railways Travel Centre,  
Lower Regent Street, S.W.1

I ask for  
**GRANT'S**  
—do you?



Welcome Always —  
Keep it Handy

**GRANT'S**  
MORELLA  
CHERRY BRANDY

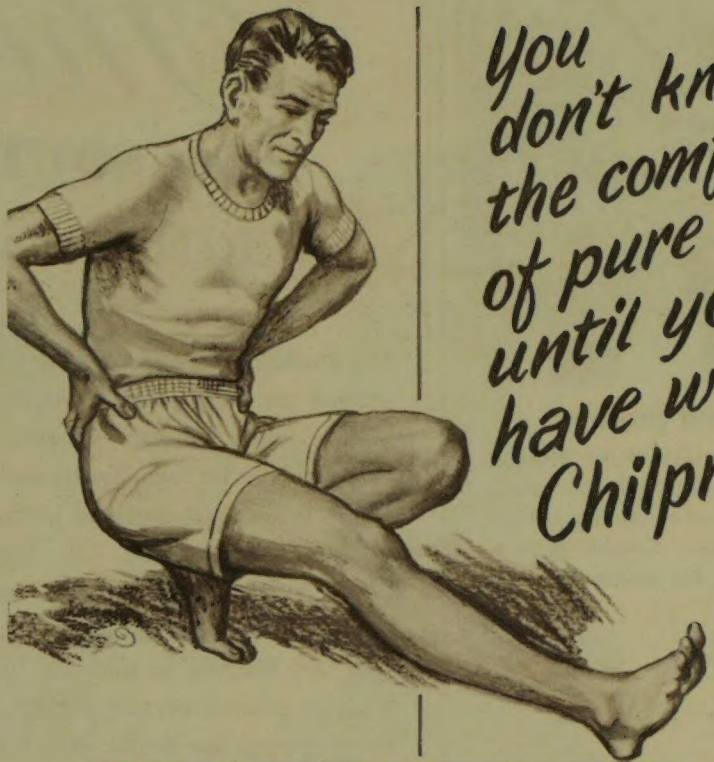
QUEEN'S Sweet  
SPORTSMAN'S dry





*The most welcome gift of all!*

20/- bottle • 10/6 half-bottle  
Also Magnums 40/-



*You don't know  
the comfort  
of pure wool  
until you  
have worn  
Chilprufe*

## Chilprufe FOR MEN

Finest pure wool, soft and smooth to the skin. Skilfully cut. Beautifully finished, withstands constant washing without shrinking or loss of colour.

Write for  
ILLUSTRATED  
MEN'S FOLDER



CHILPRUFE LIMITED • LEICESTER

*England's Finest*

PADDED LEATHER

Address Books

by *Leathersmith*



Series No.	481	482	483
Antique Finish Leather	4" x 3 1/2"	4 1/2" x 3 1/2"	5 1/2" x 4 1/2"
Morocco Leather	8/6	9/6	11/-
Luxan Hide	9/6	10/3	12/6
Hazel Pigskin Leather	12/6	15/-	19/-

Gift Gift Boxed. At all stores and stationers

**T.J.&J. Smith Ltd**

12 HANOVER SQUARE, LONDON, W.1.  
Telephone: LEGation 1144 (5 lines)

## DR. BARNARDO'S HOMES

*Still dependent on Voluntary Gifts and Legacies.*



You give more than money when you give to Barnardo's—you give a child the chance to succeed in life. More than 7,500 girls and boys are supported by these Homes. Please help.

**10/-**

will buy one child's food for four days in Dr. Barnardo's Homes.

*Cheques etc. (crossed), payable "Dr. Barnardo's Homes" should be sent to 92 Barnardo House, Stepney Causeway, London, E.1.*





### short and popular

Gieves' version of the popular short coat—Harris Tweed raglan, with five rows of stitching at hem and on sleeves. Suitable for town or country, £18 guineas



By Appointment  
to Her Majesty the Queen  
Makers of Lingerie Hats



By Appointment  
to His Royal Highness  
the Duke of Edinburgh  
Hats, Tailors and Outfitters

# Gieves

LIMITED  
ESTABLISHED 1785



27 OLD BOND STREET  
LONDON W1  
Telephone HYDe Park 2276

# Sherries

from **SOUTH AFRICA**

*Acclaimed by the discerning*

The greatest wine experts have praised the quality and flavour of fine South African Sherries, produced under the traditional Solera system and matured in the incomparable climate of Cape Province where wine has been made for 300 years. There is a selection from light, dry Sherries to full rich brown to please every discerning palate. South African Sherries are obtainable from good wine merchants in every part of the Country—try them yourself and agree with the experts.



**SOUTH AFRICAN WINE FARMERS ASSOCIATION  
(LONDON) LIMITED.**

# AROSA

**GRISONS SWITZERLAND 6,000 FT.  
IN JANUARY**

the Arosa hotels quote specially advantageous prices. For the same money visitors get better rooms, or can stay longer. Reduced terms for the Arosa ski-ing school. More careful and personal service. Certainty of snow and the proverbial Arosa sunshine. Famous Arosa amusements programme. A lot of interesting events:

January 2, 8, 15, 22, 29: Ice Fête. 12 and 19: Horse races on the Obersee. 12 and 19: Ice Hockey Match. 25 and 26: Curling—Squirrel Cup Arosa Championship. 31 to February 2: Curling—Swiss Championship

Ideal ski-grounds, Arosa Weisshorn Cable Airway and the 4 ski hoists, ski-jump, slalom standard run, largest ski school (40 teachers), new stadium (800 seats), 4 ice-rinks, curling-rinks.

	beds	7 days all incl.*
	min.	max.
Arosa Kulm	170	224 350
Tschuggen Grandhotel	180	224 350
Excelsior	100	224 350
Hof Maran	110	224 350
Bellevue	110	196 280
Des Alpes	60	196 280
Eden	80	196 280
Hohenfels	90	196 280
Raetia	90	196 280
Rothorn-Savoy	100	196 280
Seehof	110	196 280
Valsana	120	196 280
Post- and Sporthotel	70	182 262.50
Alexandra Golf Hotel	90	182 262.50
Alpensonne	50	154 224
Isla	40	154 224
Merkur	40	154 224
Streich-Juventas	50	154 224
Surlej	40	154 224
Suvretta	40	154 224
Anita	45	154 224
Belvédère-Tanneck	65	140 224
Berghus	40	150.50 210
Touring	30	140 189
Gentiana	30	140 185.50

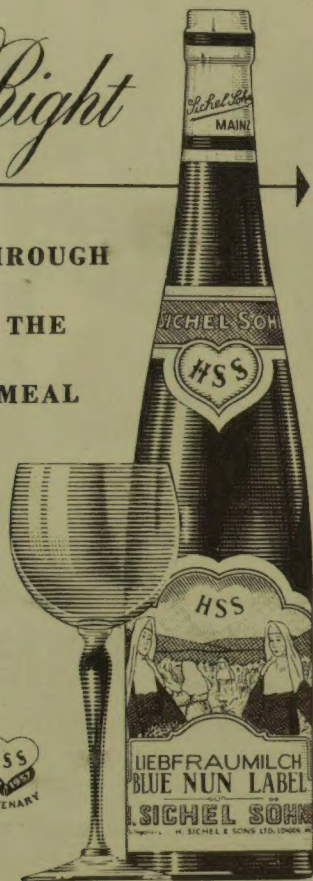
Kursaal-Casino with jeu de la boule

\*Room (without bath), heating, three meals, all tips and taxes.

Apply to hotels and all Agencies.

*Right*

THROUGH  
THE  
MEAL



# BLUE NUN

LABEL

The Cream of all  
LIEBFRAUMILCH

H. SICHEL & SONS LTD. · LONDON W.C.2

# Question and Anisette

When, where, and how should I enjoy this delightful, original, stimulating liqueur?

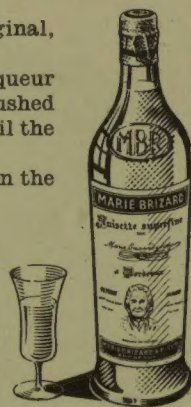
Here are three of many beguiling answers. 1. Neat—in a liqueur glass after lunch or dinner. (It's heaven!) 2. Poured over crushed ice in a brandy glass. (What aroma!) 3. With water added until the colour becomes opaline. (A healthy refreshing drink.)

But don't be satisfied with an unfamous Anisette. Insist upon the favourite of Louis XV, none other than—

**MARIE BRIZARD**

*Anisette*

MARIE BRIZARD ET ROGER, MAISON FONDÉE 1755



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SHIPPING**

When calling at these Canadian Ports  
ST. JOHN'S, NEWFOUNDLAND  
HALIFAX, N.S.—SAINT JOHN, N.B.  
QUEBEC and MONTREAL, QUE.  
VANCOUVER and VICTORIA, B.C.

**"EXPORT"**  
CIGARETTES

at competitive prices "In Bond" for  
passenger and crew use.

**MACDONALD'S—SINCE 1858**

**WILDSMITH  
& CO**

ESTABLISHED 1847

6 DUKE STREET  
ST. JAMES'S  
LONDON S.W.1  
WHITEHALL  
1623



Ready to wear  
£9.19.6

BROCHURE AND SELF MEASUREMENT  
FORM ON REQUEST



## His Future?

This Voluntary Society has  
4,500 Boys and Girls in its care  
(including spastics, diabetics  
and maladjusted) depending on  
**YOUR HELP**

**LEGACIES** can help us  
in the years to come  
**DONATIONS** can help us NOW

CHURCH OF ENGLAND

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(formerly WAIFS AND STRAYS)

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**GILBEY'S**

*Spey Royal*

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# MARTELL

## CORDON BLEU

*The most popular Liqueur Brandy*